A330
TECHNICAL TRAINING MANUAL
MECHANICAL & AVIONICS COURSE - T1+T2 (LVL 2&3)
(RR Trent 700)
LIGHTS

This document must be used for training purposes only

Under no circumstances should this document be used as a reference

It will not be updated.

All rights reserved
No part of this manual may be reproduced in any form,
by photostat, microfilm, retrieval system, or any other means,
without the prior written permission of AIRBUS S.A.

AIRBUS Environmental Recommendation
Please consider your environmental responsability before printing this document.

LIGHTS

A/C Lighting System Line Maintenance Briefing (2) 2
Cabin Lighting SYS Line Maintenance Briefing (2) 60

CABIN

Cabin Lights D/O (3) 74

EXTERIOR

Exterior Lights D/O (3) 94

EMERGENCY

Emergency Lights D/O 112

MAINTENANCE PRACTICE

Lights System Base Maintenance (3) 118

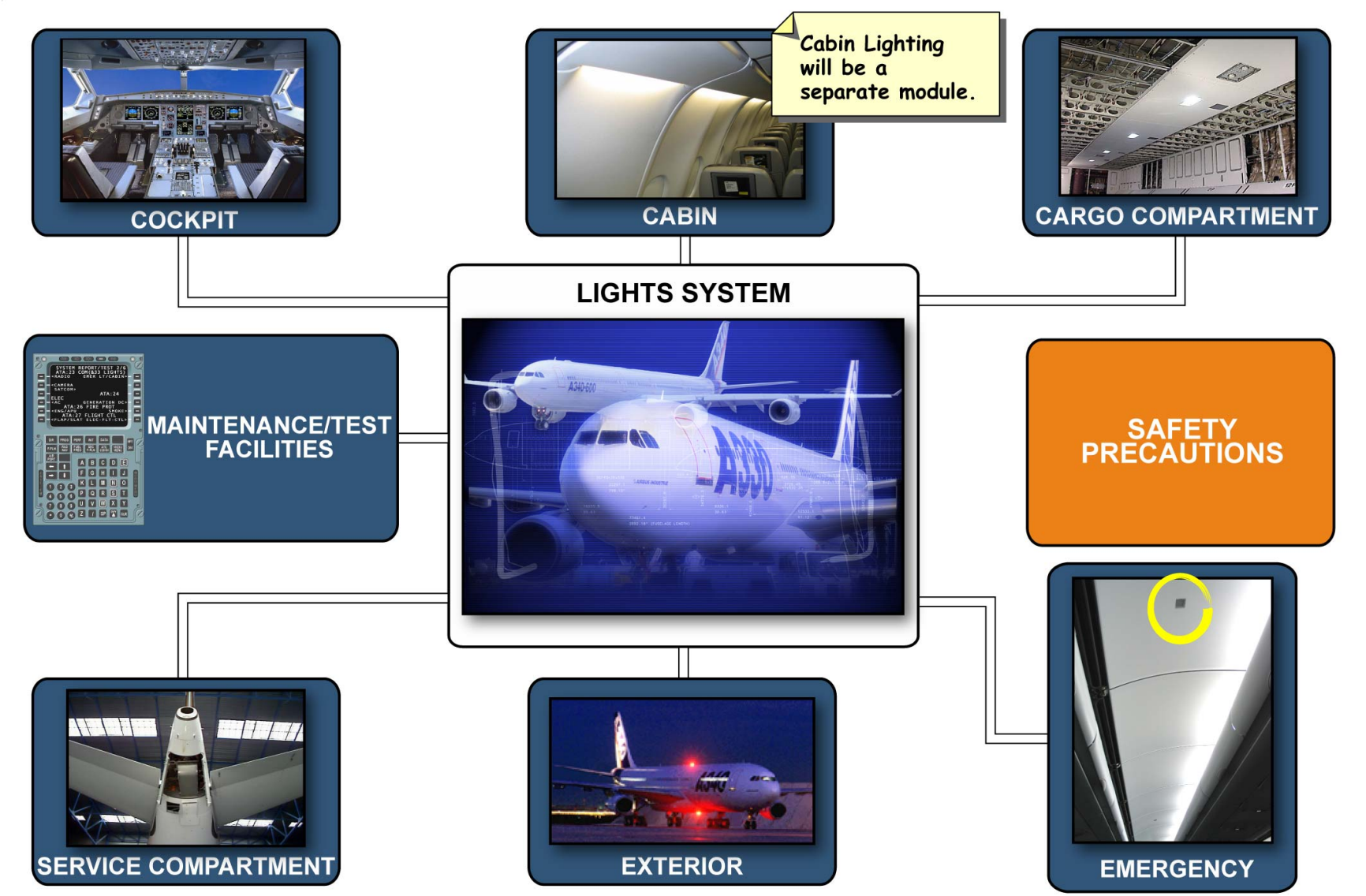
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

GENERAL

The A/C lighting system supplies internal and external lighting. The lighting system comprises the following subsystems:
- cockpit,
- cabin,
- cargo compartments,
- service compartments,
- exterior,
- emergency,
- and maintenance / test facilities.

When you work on the A/C, you must obey all the safety procedures listed in the AMM.

G9409341 - GAUT0T0 - FM33B1000000001


COCKPIT
CABIN
Cabin Lighting will be a separate module.
CARGO COMPARTMENT
LIGHTS SYSTEM
MAINTENANCE/TEST FACILITIES
SAFETY PRECAUTIONS
SERVICE COMPARTMENT
EXTERIOR
EMERGENCY

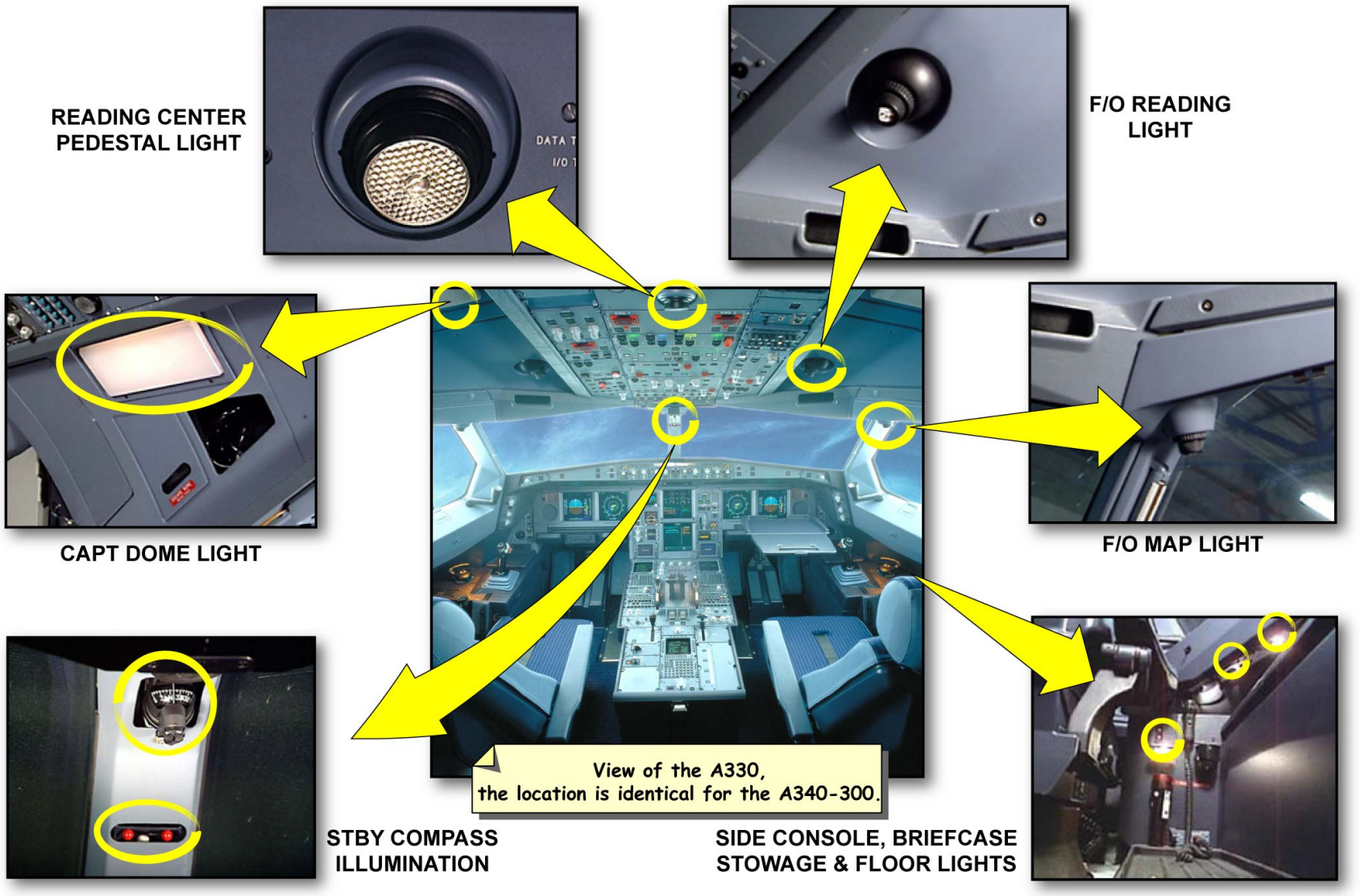
GENERAL

A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

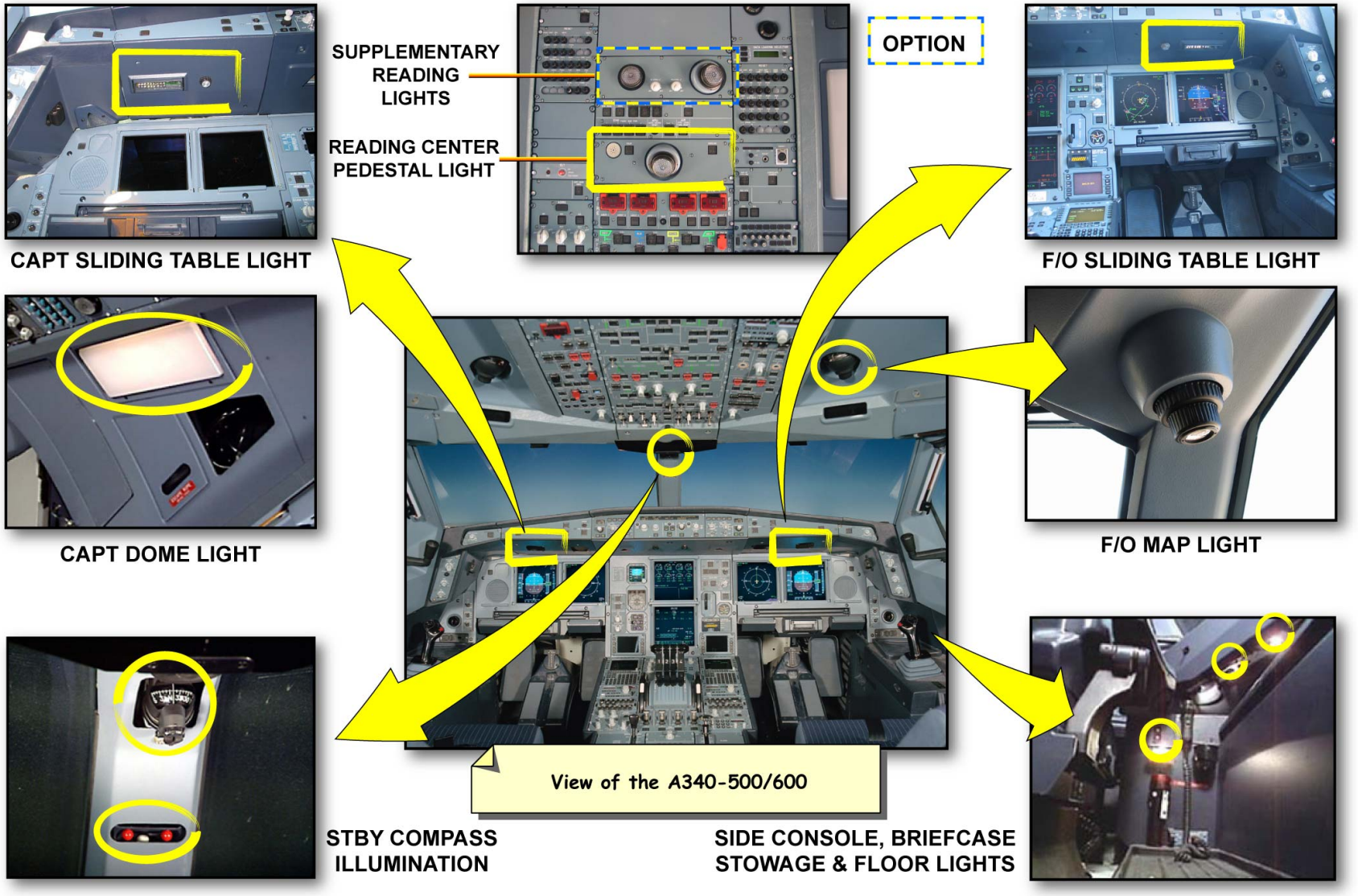
COCKPIT LIGHTS

The cockpit lighting system lets the flight crew see all the equipment details in the cockpit. The cockpit lighting is composed of:
- general lighting,
- instrument and panel lighting,
- annunciator light test and dimming.

G9409341 - GAUT0T0 - FM33B1000000001



COCKPIT LIGHTS



COCKPIT LIGHTS

This Page Intentionally Left Blank

G9409341 - GAUT0T0 - FM33B1000000001

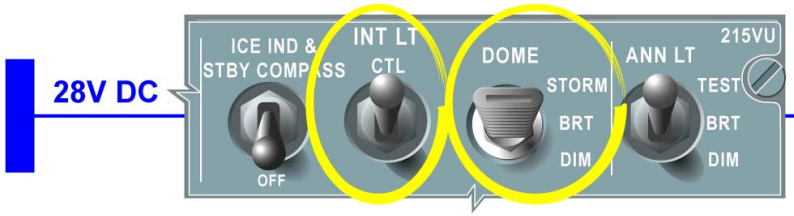
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

COCKPIT LIGHTS (continued)

DOME LIGHTS

The control dome light switch located on the INTerior LighT panel controls the two dome lights in parallel. The dome light switch located at the cockpit entrance, on the left rear panel, also controls the two dome lights. A 3-position switch located on the INT LT panel allows the dome lights to be dimmed.

G9409341 - GAUT0T0 - FM33B1000000001



INTERIOR LIGHT PANEL

View of the A340,
The location is identical for the A330.

OVERHEAD PANEL

DOME LIGHTS SWITCH

The Right Dome light must be operative
to dispatch the aircraft - Refer to MMEL.

COCKPIT LIGHTS - DOME LIGHTS

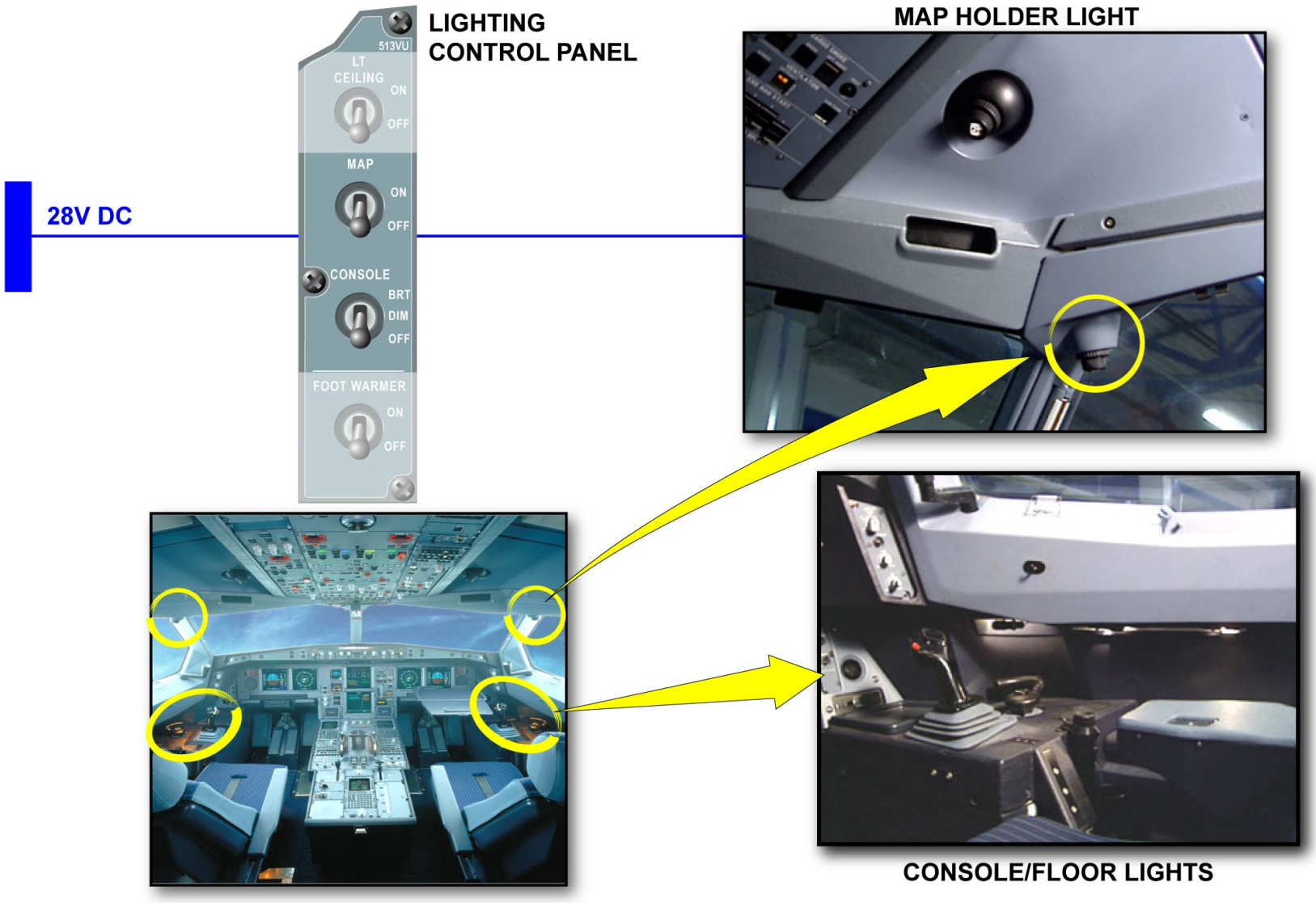
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

COCKPIT LIGHTS (continued)

MAP HOLDER LIGHT AND CONSOLE/FLOOR LIGHT

The CAPT and F/O map holder lights are located under the side windows. Each of them is controlled by a MAP toggle switch. A CONSOLE/floor three-position switch is located on each side of the main panel. Each switch controls the lighting of the side console, briefcase and floor.

G9409341 - GAUT0T0 - FM33B1000000001



COCKPIT LIGHTS - MAP HOLDER LIGHT AND CONSOLE/FLOOR LIGHT

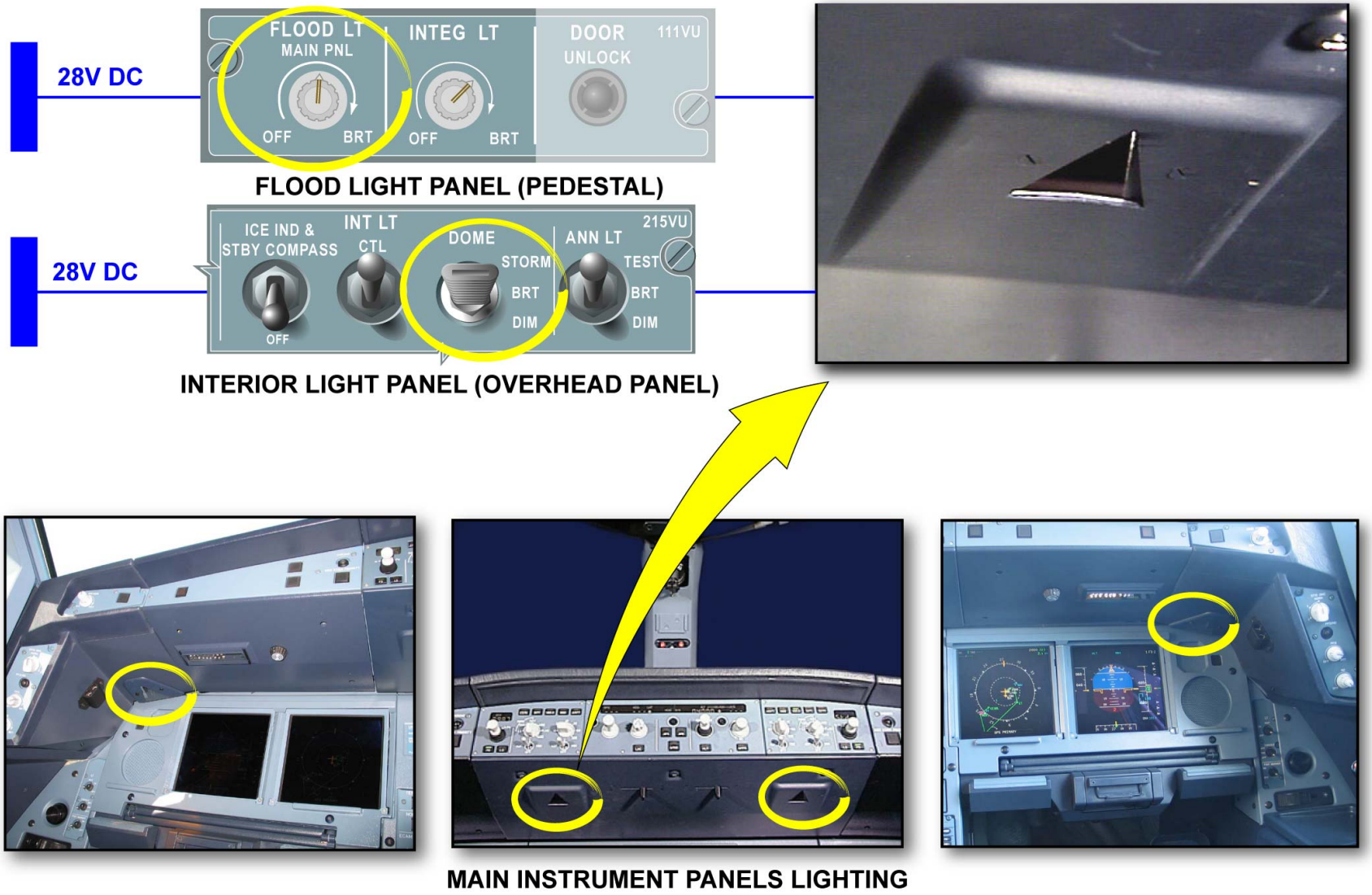
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

COCKPIT LIGHTS (continued)

FLOOD LIGHTING

Lighting of right lateral, left lateral and center instrument panel zones is done by halogen lamps controlled by the single control dual rheostat located on the center pedestal. In storm conditions, with the INTerior DOME LighT switch in the STORM position, the two lateral and center instrument panels zones have lighting on full brightness whatever the position of the rheostat.

G9409341 - GAUT0T0 - FM33B1000000001



COCKPIT LIGHTS - FLOOD LIGHTING

G9409341 - GAUT0T0 - FM33B1000000001

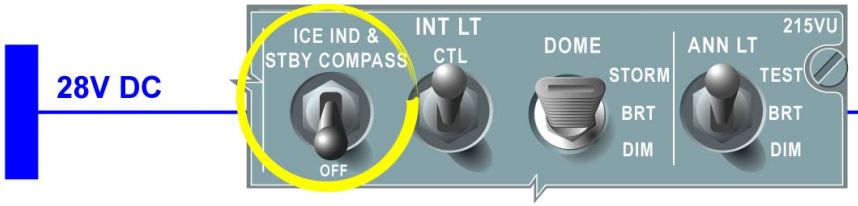
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

COCKPIT LIGHTS (continued)

STANDBY COMPASS

A STandBY COMPASS switch located on the INT LT panel controls the lighting of the standby compass and the seat alignment indicator.

G9409341 - GAUT0T0 - FM33B1000000001



INTERIOR LIGHT PANEL (OVERHEAD PANEL)

STANDBY COMPASS LIGHTING AND SEAT ALIGNMENT INDICATOR

CENTER INSTRUMENT PANEL LIGHTING

COCKPIT LIGHTS - STANDBY COMPASS

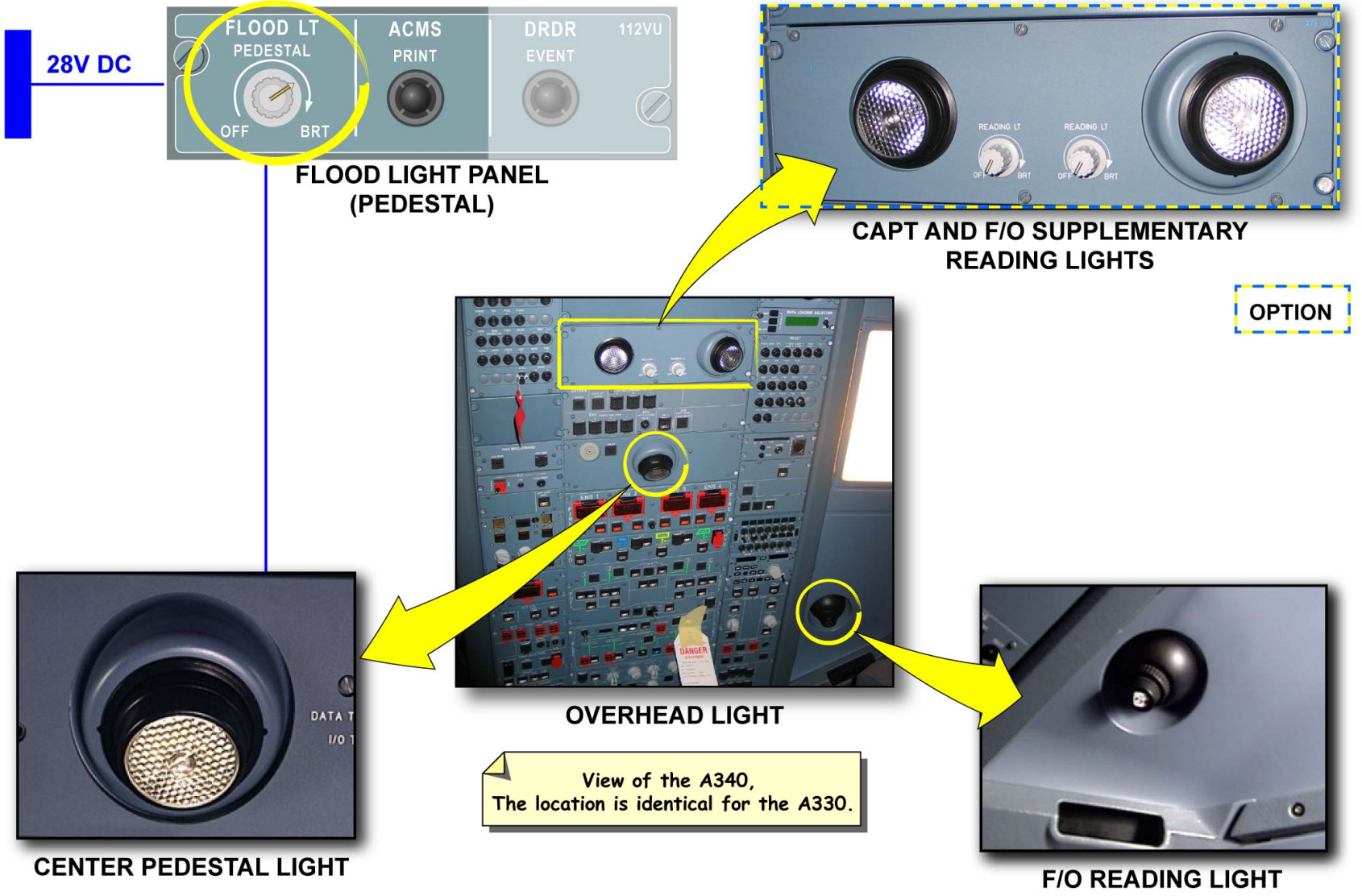
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

COCKPIT LIGHTS (continued)

OVERHEAD LIGHTS

A swivel reading light brings lighting to each CAPT and F/O sliding table and console zone. Each reading light has an internal double rotating diaphragm giving the OFF/ON/and DIM function and beam control. The CAPT and F/O sides have a supplementary reading light controlled by a rheostat adjacent to the light. The center pedestal is illuminated by the center pedestal light located on the overhead panel and is controlled by a rheostat located on the center pedestal.

G9409341 - GAUT0T0 - FM33B1000000001



COCKPIT LIGHTS - OVERHEAD LIGHTS

G9409341 - GAUT0T0 - FM33B1000000001

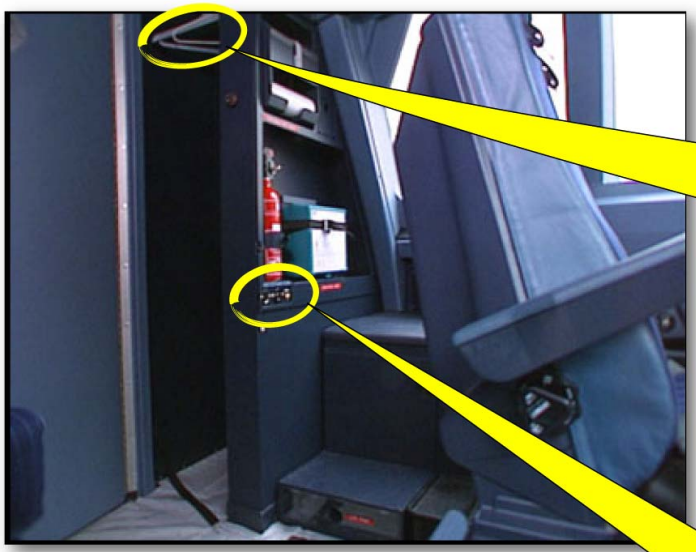
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

COCKPIT LIGHTS (continued)

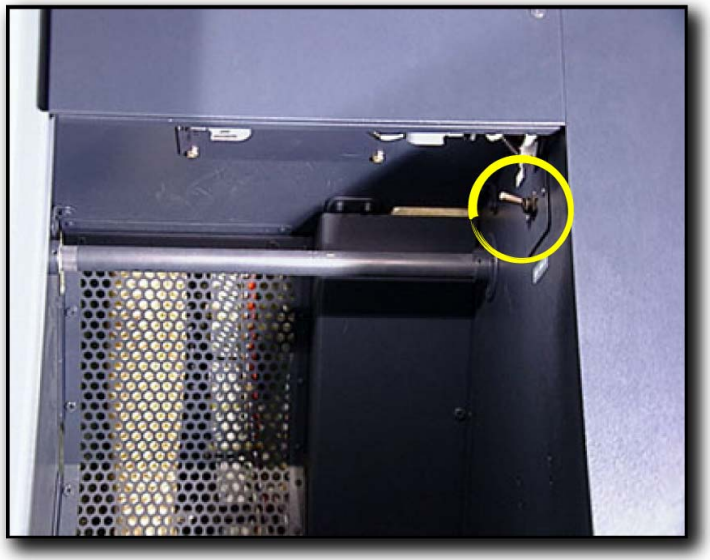
COAT STOWAGE COMPARTMENT

The coat stowage compartment has 3 lamps controlled by a toggle switch. The cockpit also has 28V DC and 115V AC outlets located on the aft wall panel.

G9409341 - GAUT0T0 - FM33B1000000001



COAT STOWAGE COMPARTMENT



COAT STOWAGE COMPARTMENT
LIGHTING SWITCH

AFT WALL PANEL PLUGS AND SWITCH

COCKPIT LIGHTS - COAT STOWAGE COMPARTMENT

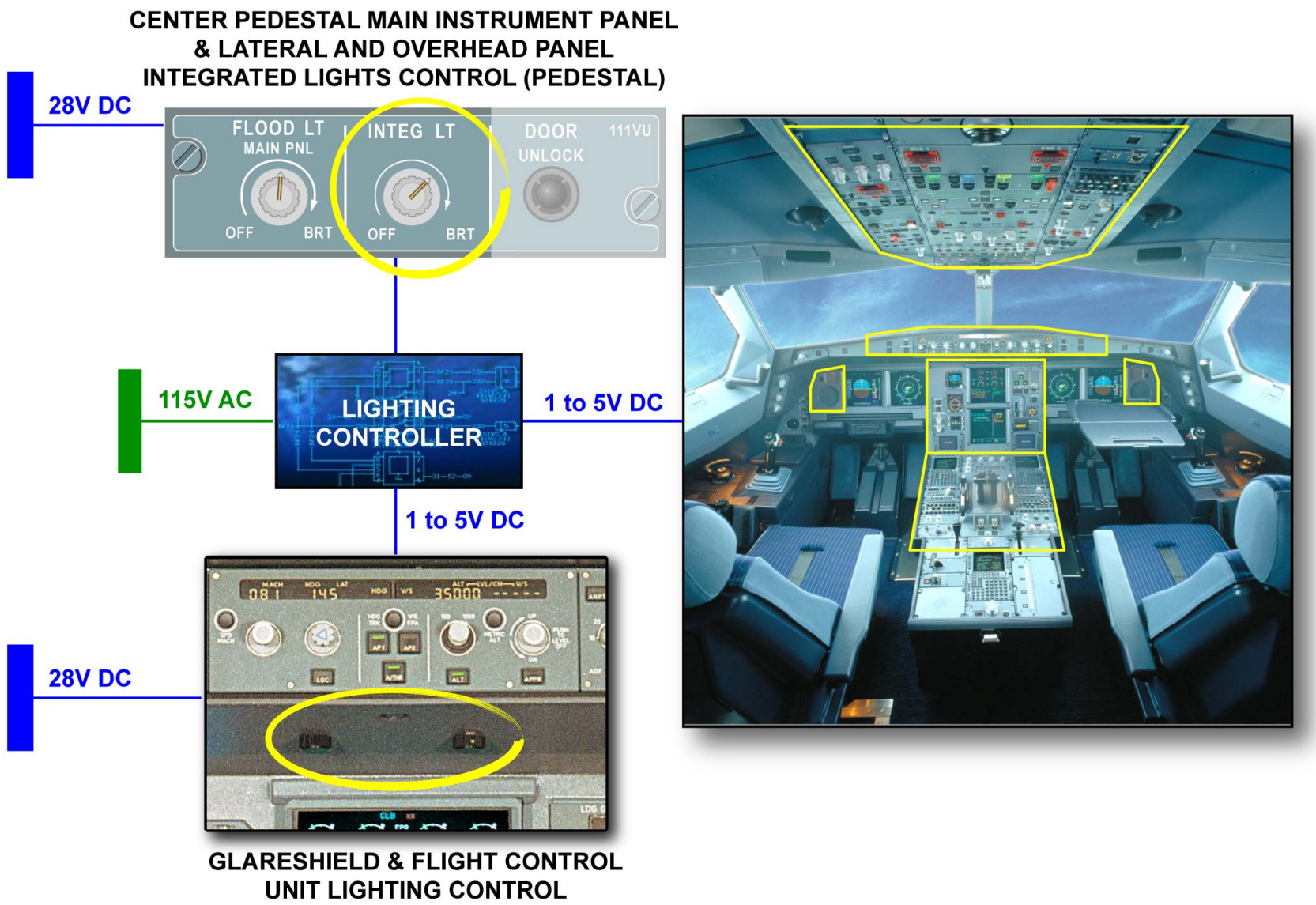
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

COCKPIT LIGHTS (continued)

ANNUNCIATOR LIGHT TEST AND DIMMING

The instruments and panels integrated lighting has a variable brightness to allow the crew to read the indications during night flights or flights in stormy conditions. The adjustment of the integral lighting brightness of the overhead panel, CAPT and F/O main instrument panels and side consoles, is controlled by the INTEGral LighT potentiometer located on the center pedestal via a lighting controller. The adjustment of the integral lighting brightness of the glareshield and Flight Control Unit (FCU) is controlled by rotary potentiometers located underneath the glareshield. They are part of the flood light unit. One potentiometer controls directly a 0.6V DC to 25V DC elaborated from the aircraft 28V DC to adjust the glareshield and the FCU front face lighting. The other potentiometer is used to control the adjustment of the FCU display via a lighting controller.

G9409341 - GAUT0T0 - FM33B1000000001



COCKPIT LIGHTS - ANNUNCIATOR LIGHT TEST AND DIMMING

G9409341 - GAUT0T0 - FM33B1000000001

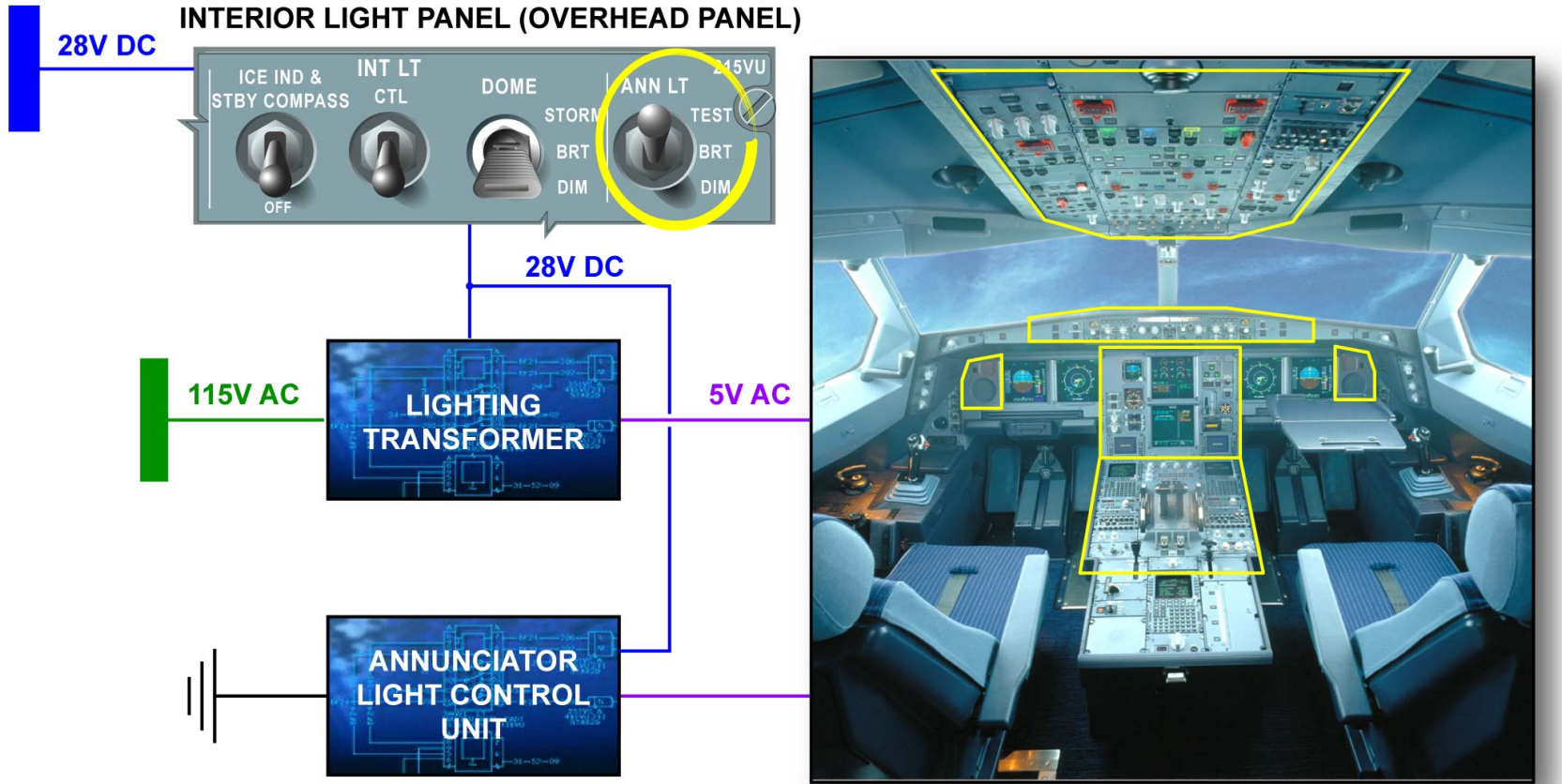
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

COCKPIT LIGHTS (continued)

ANNUNCIATOR LIGHT TEST

The dimming of all annunciators and P/BSWs located on the overhead panel, glareshield and pedestal, is possible using the "TEST-BRIGHT-DIM" control switch installed on the overhead panel. The ANNunciator LT TEST function allows all lights to be checked. Four identical transformers provide a 3 to 5V AC to the lamps depending on the TEST-BRIGHT-DIM switch position. The ground circuit for the lamps is controlled by relays located in the annunciators light control unit.

G9409341 - GAUT0T0 - FM33B1000000001



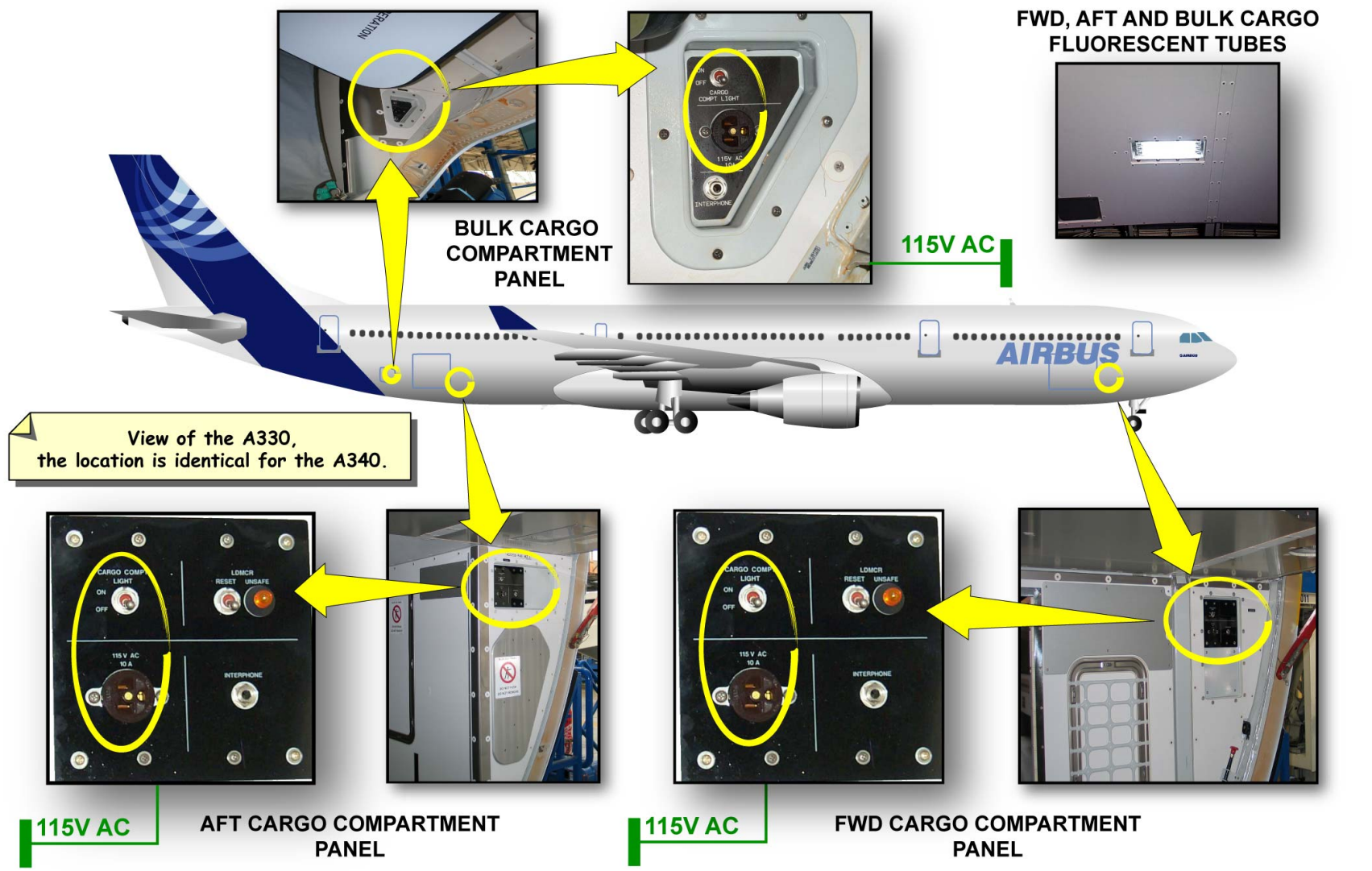
COCKPIT LIGHTS - ANNUNCIATOR LIGHT TEST

A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

CARGO COMPARTMENT

FWD, AFT and bulk cargo compartment fluorescent tubes are separately controlled by a toggle switch located inside each cargo compartment near the door on the RH side. A 115V AC outlet is also available on each CARGO COMPARTMENT PANEL.

G9409341 - GAUT0T0 - FM33B1000000001


FWD, AFT AND BULK CARGO FLUORESCENT TUBES
BULK CARGO COMPARTMENT PANEL
115V AC
AIRBUS
View of the A330, the location is identical for the A340.
115V AC
AFT CARGO COMPARTMENT PANEL
115V AC
FWD CARGO COMPARTMENT PANEL

CARGO COMPARTMENT

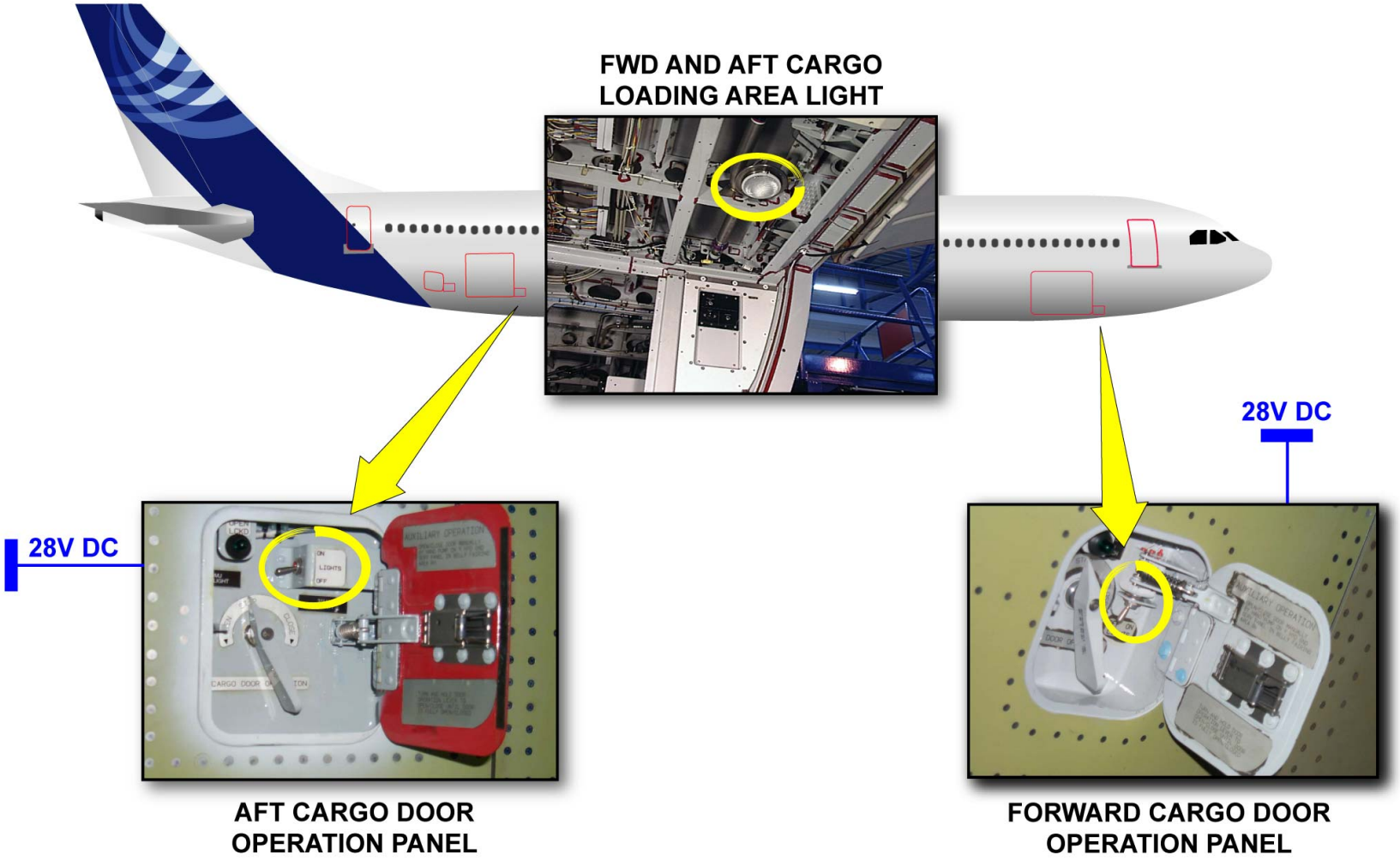
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

CARGO COMPARTMENT (continued)

OPERATION PANEL

The loading areas of the FWD and AFT cargo compartments have lighted areas. These areas are controlled by a toggle switch located outside the cargo compartments on the RH side in the DOOR OPERATION PANEL.

G9409341 - GAUT0T0 - FM33B1000000001



CARGO COMPARTMENT - OPERATION PANEL

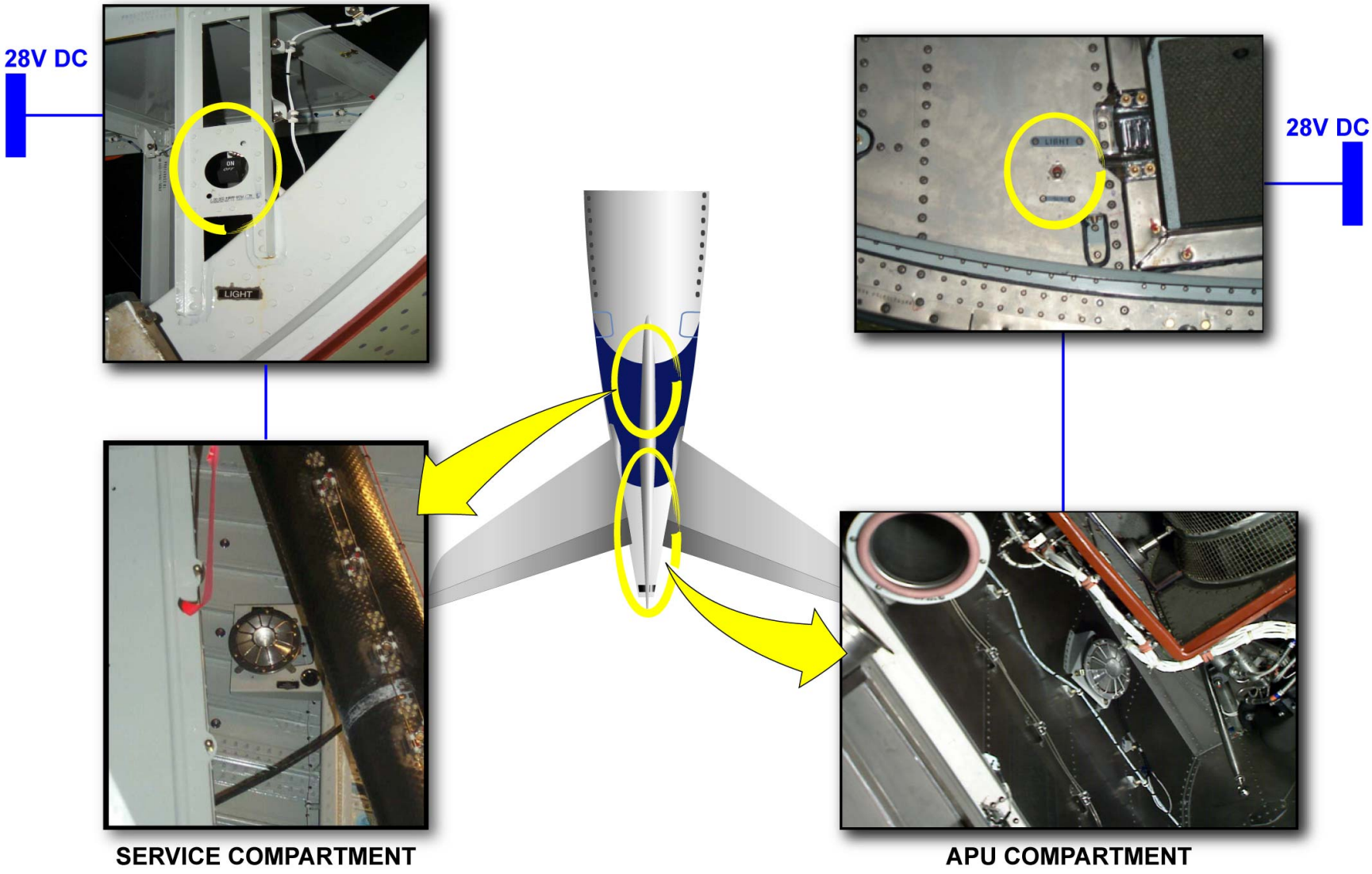
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

SERVICE COMPARTMENTS LIGHTING

SERVICE AREA AND APU COMPARTMENTS

The APU compartment has a light, controlled by a switch. The SERVICE compartment has a light, controlled by a switch located near the door. Both compartments have 28V DC outlets.

G9409341 - GAUT0T0 - FM33B1000000001



SERVICE COMPARTMENTS LIGHTING - SERVICE AREA AND APU COMPARTMENTS

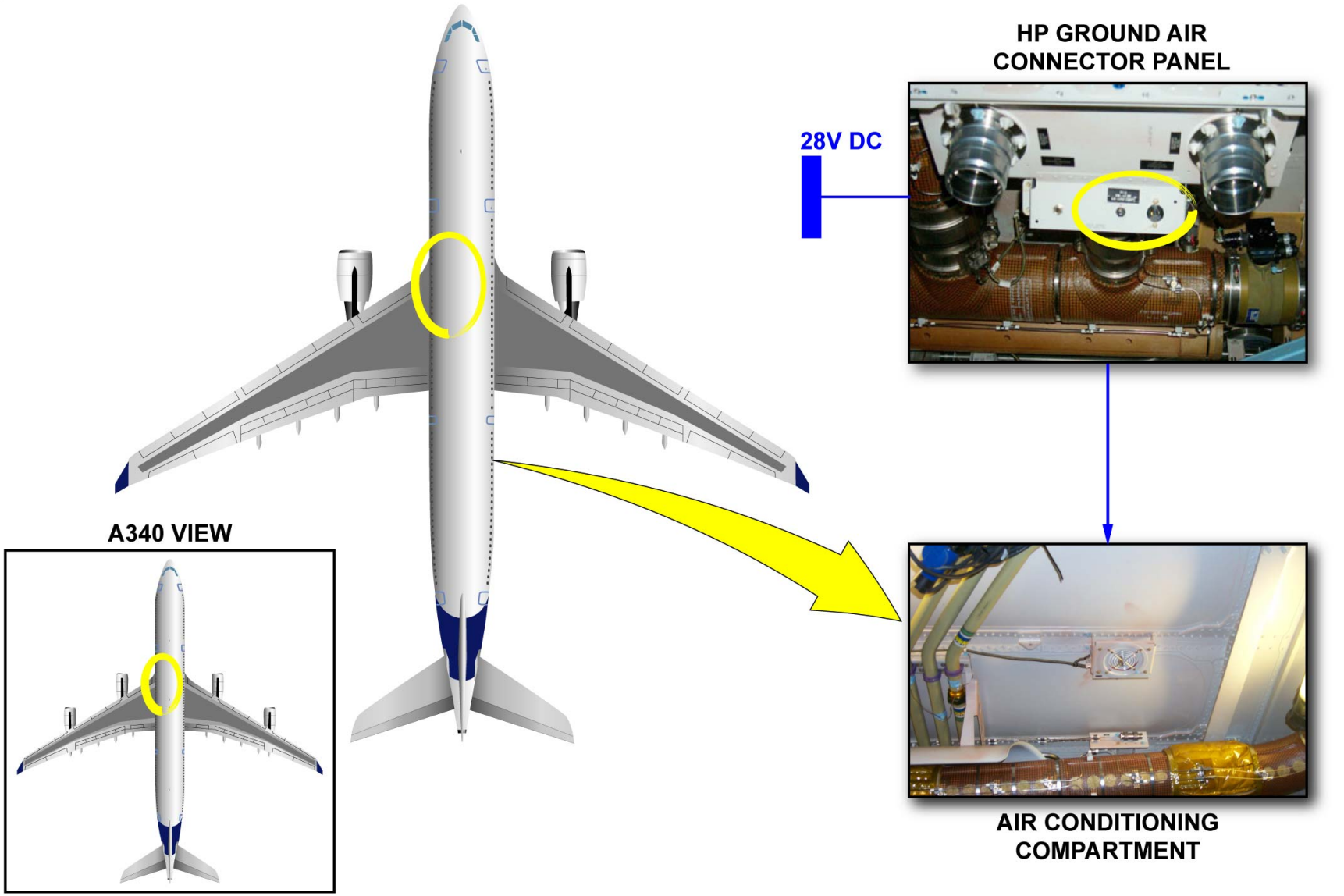
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

SERVICE COMPARTMENTS LIGHTING (continued)

AIR CONDITIONING COMPARTMENT LIGHTING

The air conditioning duct and accessory compartment has a light, controlled by a switch located on the High Pressure (HP) ground air connector panel. A 28V DC outlet is also installed on this panel.

G9409341 - GAUT0T0 - FM33B1000000001



SERVICE COMPARTMENTS LIGHTING - AIR CONDITIONING COMPARTMENT LIGHTING

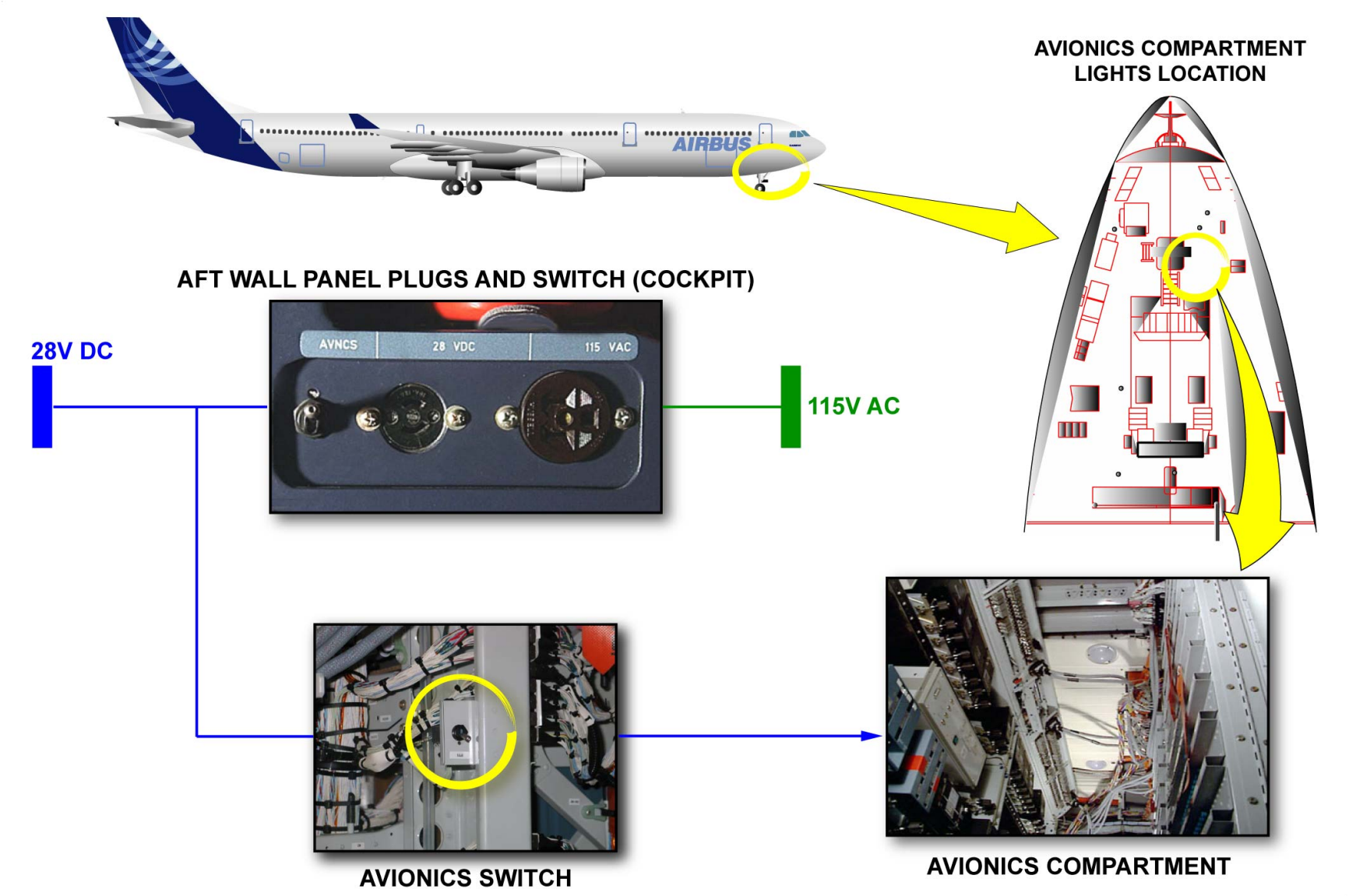
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

SERVICE COMPARTMENTS LIGHTING (continued)

AVIONICS COMPARTMENT LIGHTING

Seven dome lights are installed in the avionics compartment. A switch located on the aft wall panel in the cockpit simultaneously controls these dome lights. A second one is installed in the avionics compartment itself. 115V AC and 28V DC electrical outlets are also available.

G9409341 - GAUT0T0 - FM33B1000000001



SERVICE COMPARTMENTS LIGHTING - AVIONICS COMPARTMENT LIGHTING

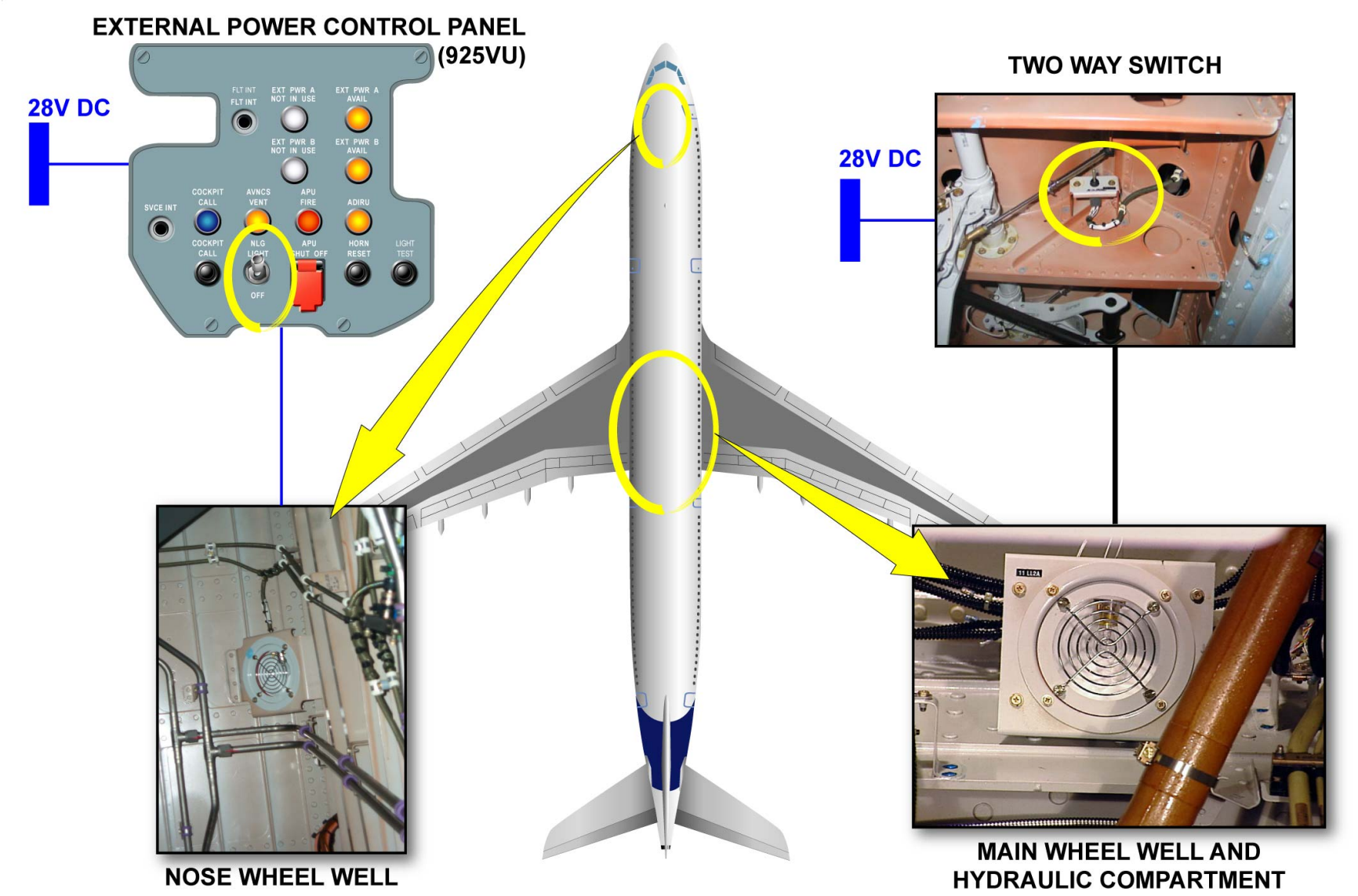
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

SERVICE COMPARTMENTS LIGHTING (continued)

WHEEL WELL LIGHTING

A light is installed in the nose wheel well and is controlled by, a switch located on the external power panel. Two lights are installed in the main wheel well and are controlled by a two-way switch, located in each main wheel well.

G9409341 - GAUT0T0 - FM33B1000000001



SERVICE COMPARTMENTS LIGHTING - WHEEL WELL LIGHTING

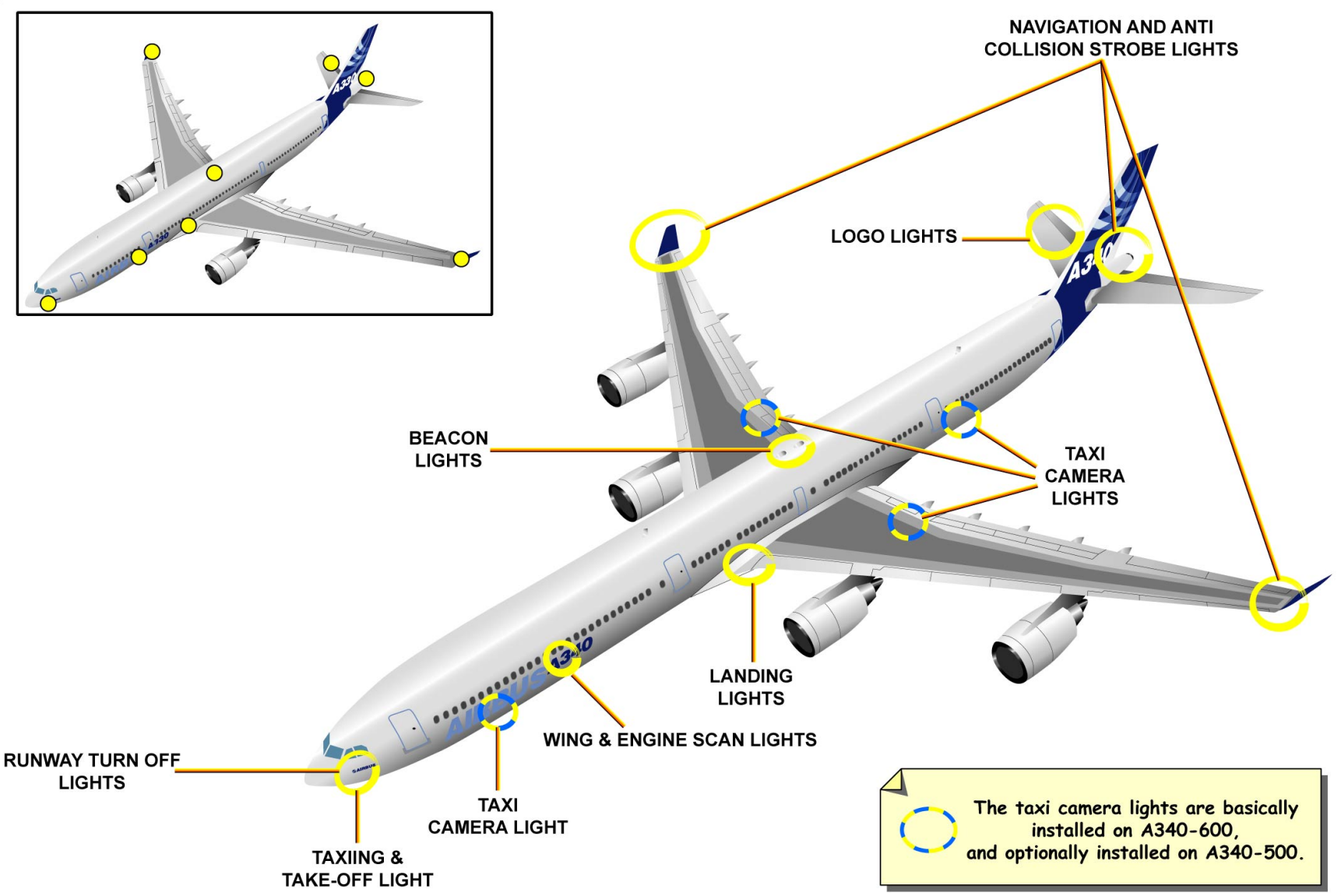
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

EXTERIOR LIGHTS

GENERAL

The exterior lighting system fulfills various functions such as:
- navigation and logo lights,
- runway turnoff lights,
- taxiing and take-off lights,
- landing lights,
- anti-collision strobe and beacon lights,
- wing and engine scan lights,
- taxi camera lights if installed (A340-600 and optional on A340-500).

G9409341 - GAUT0T0 - FM33B1000000001


NAVIGATION AND ANTI COLLISION STROBE LIGHTS
LOGO LIGHTS
BEACON LIGHTS
TAXI CAMERA LIGHTS
LANDING LIGHTS
WING & ENGINE SCAN LIGHTS
RUNWAY TURN OFF LIGHTS
TAXI CAMERA LIGHT
TAXIING & TAKE-OFF LIGHT
The taxi camera lights are basically installed on A340-600, and optionally installed on A340-500.

EXTERIOR LIGHTS - GENERAL

G9409341 - GAUT0T0 - FM33B1000000001

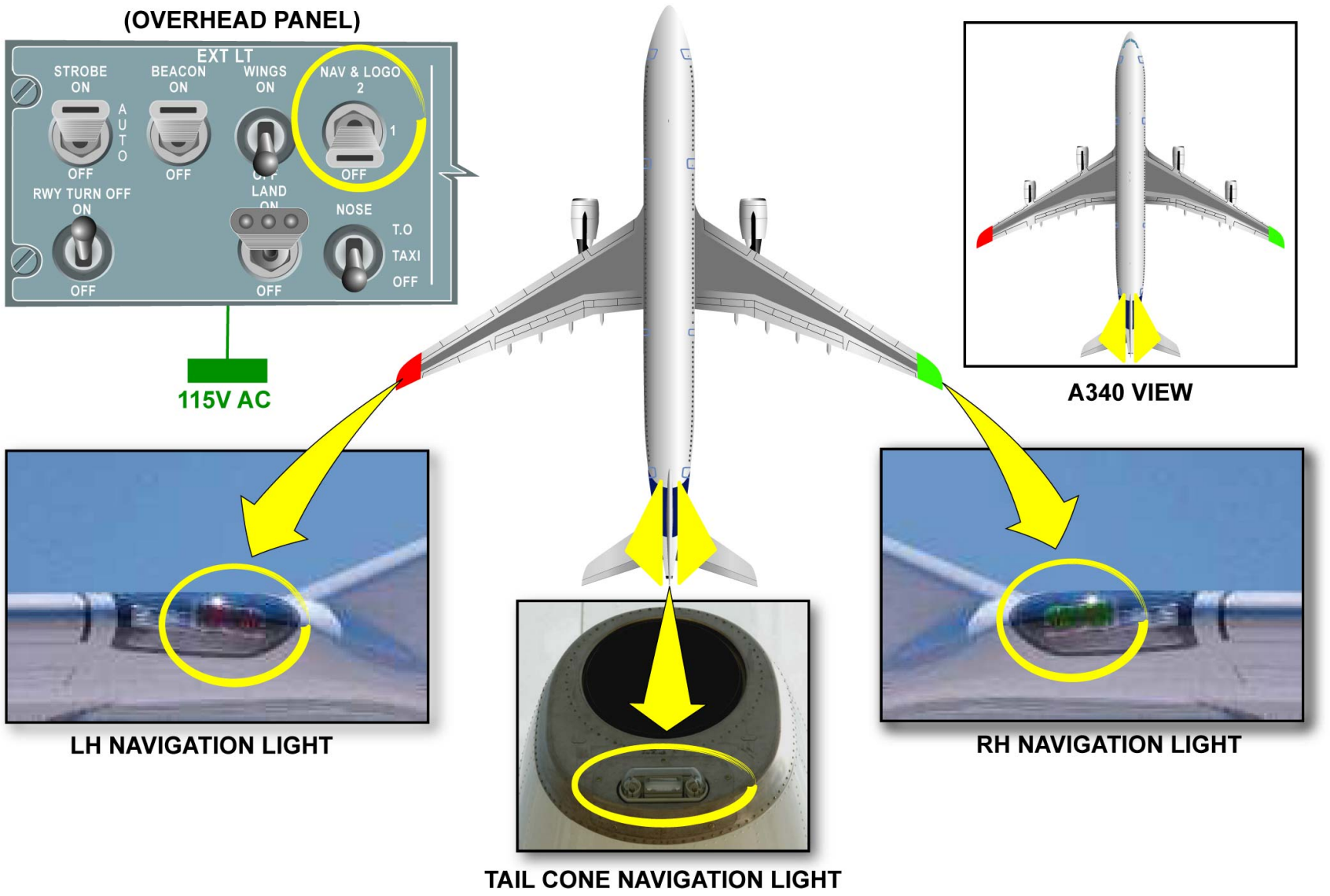
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

EXTERIOR LIGHTS (continued)

NAVIGATION LIGHTS

The navigation lights are used to give a visual indication of the position of the A/C and its direction of flight. The NAVigation & LOGO toggle switch controls this function.

G9409341 - GAUT0T0 - FM33B1000000001



EXTERIOR LIGHTS - NAVIGATION LIGHTS

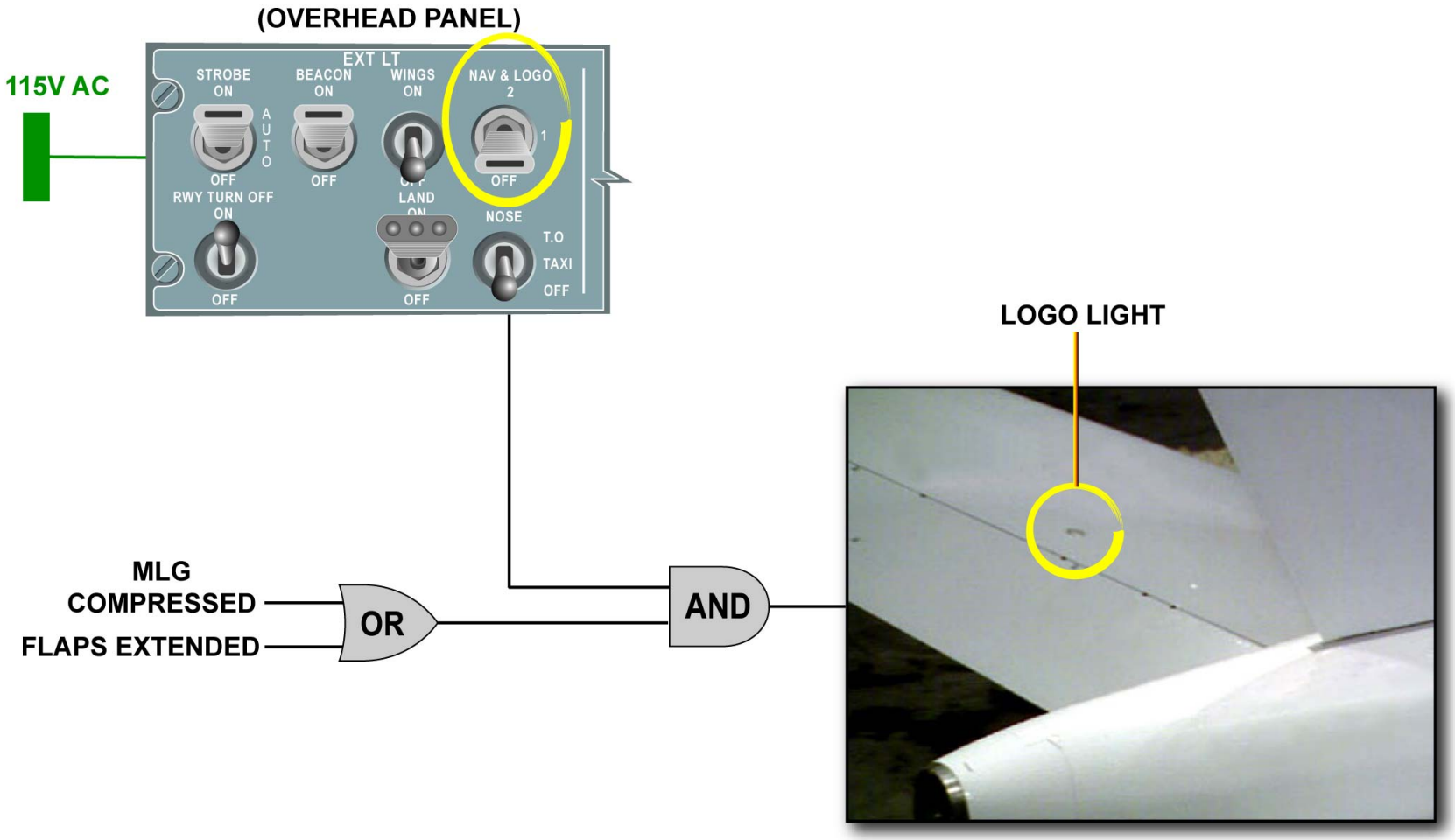
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

EXTERIOR LIGHTS (continued)

LOGO LIGHTS

Two lights are installed on each side of the Trimmable Horizontal Stabilizer (THS) to bring light onto the airline logo. They are controlled to ON by the NAV & LOGO toggle switch in position 1 or 2 with the Main Landing Gear (MLG) compressed or flaps extended.

G9409341 - GAUT0T0 - FM33B1000000001



EXTERIOR LIGHTS - LOGO LIGHTS

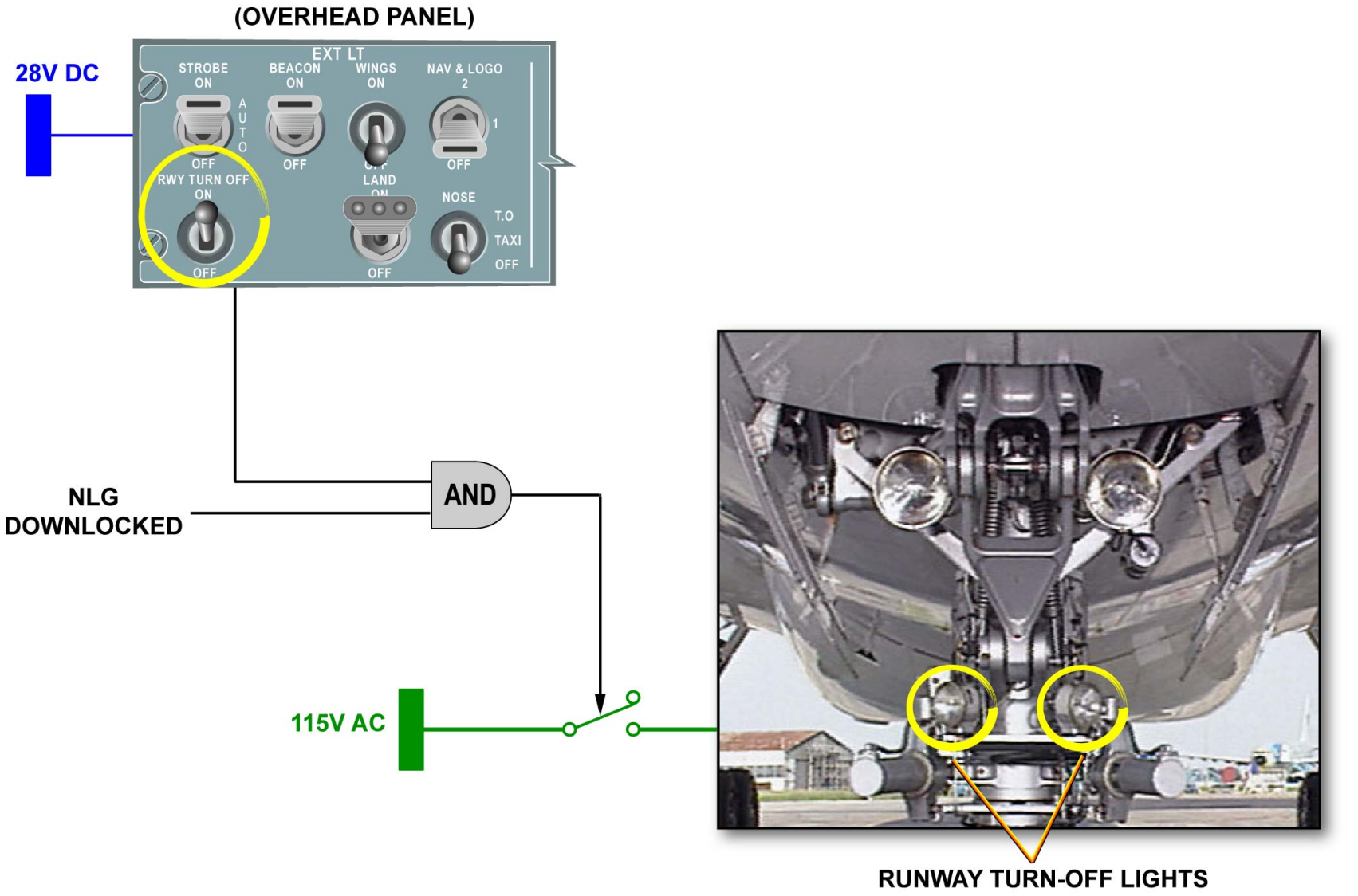
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

EXTERIOR LIGHTS (continued)

RUNWAY TURNOFF LIGHTS

Two fixed-position runway turnoff lights, installed on the Nose Landing Gear (NLG), bring light to the lateral areas of the runway. They are controlled by the RunWaY TURN OFF toggle switch and operate only when the nose L/G is downlocked.

G9409341 - GAUT0T0 - FM33B1000000001



EXTERIOR LIGHTS - RUNWAY TURNOFF LIGHTS

G9409341 - GAUT0T0 - FM33B1000000001

A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

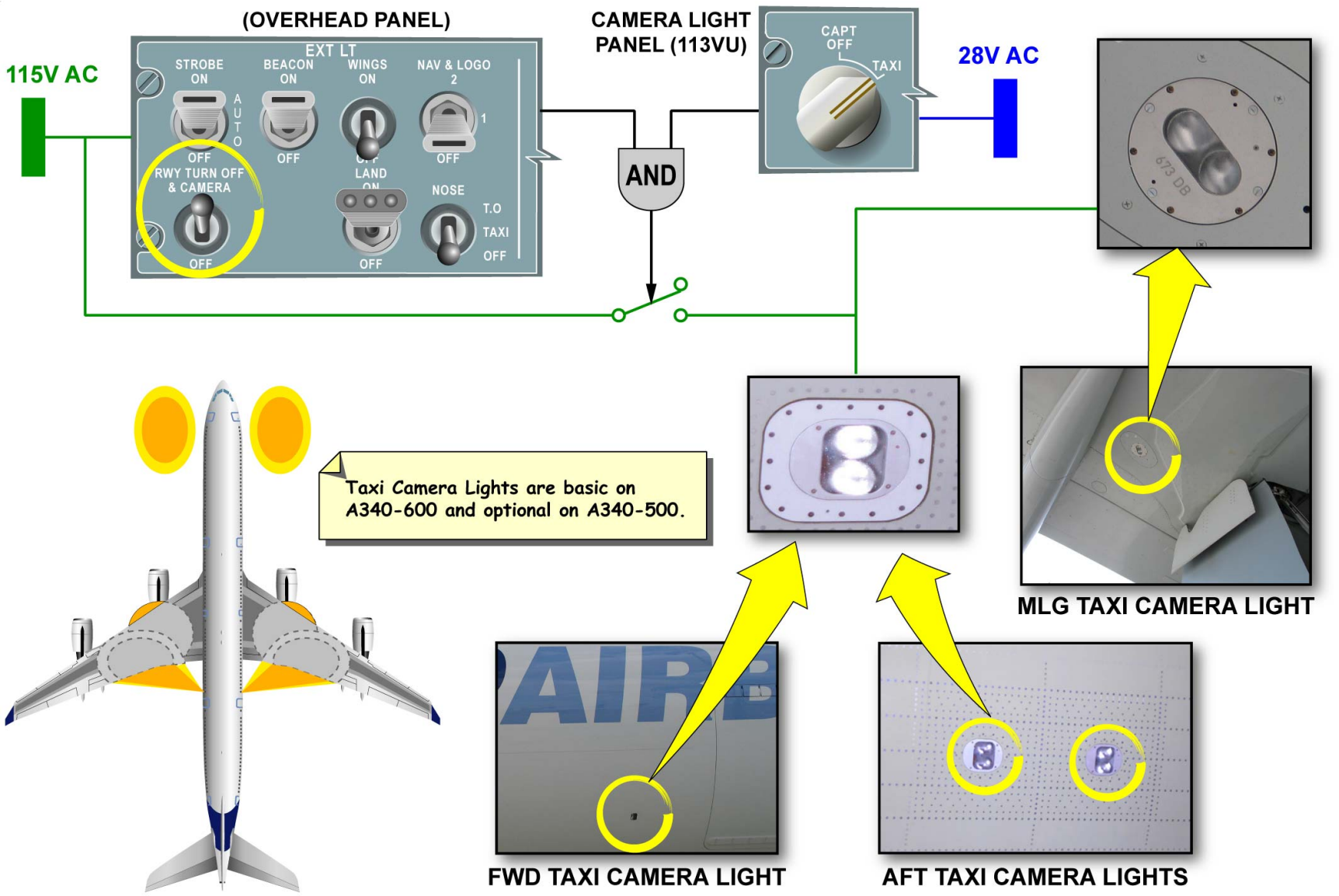
EXTERIOR LIGHTS (continued)

TAXI CAMERA LIGHTING (A340-500/600)

Two halogen taxi camera lights are installed under the fuselage to light the taxiway in the vicinity of the NLG. Four halogen taxi camera lights are installed in the lower fuselage to light the taxiway outboard of the MLG. Two halogen taxi cameras lights are installed in the rear lower wing skin to light the outer area of the MLG. All lights are controlled by the RWY TURN OFF & CAMERA light control switch provided that at least one of the camera rotary selector on the 113VU is on TAXI position.

NOTE: The Taxiing Aid Camera System (TACS) is basic for the A340-600 whereas it is an option for the A340-500, and not available for the classic A330/A340.

G9409341 - GAUT0T0 - FM33B1000000001



EXTERIOR LIGHTS - TAXI CAMERA LIGHTING (A340-500/600)

G9409341 - GAUT0T0 - FM33B1000000001

A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

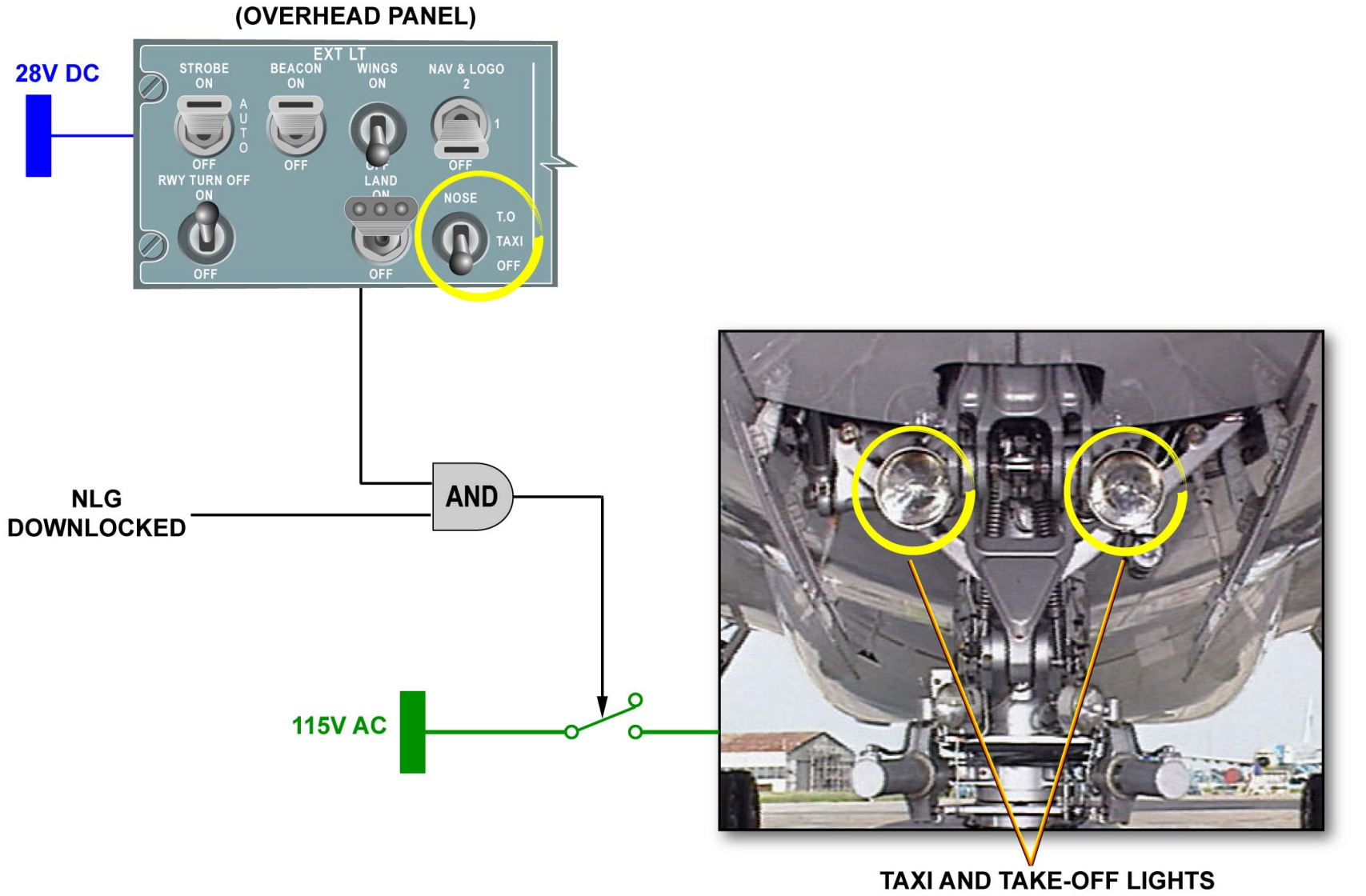
EXTERIOR LIGHTS (continued)

TAXIING AND TAKE-OFF LIGHTS

Two take-off and taxi lights are installed on the NLG in a fixed position. They are simultaneously controlled by the NOSE toggle switch and operate when the NLG is locked in the down position.

NOTE: All lights go off automatically when the L/G is no longer downlocked.

G9409341 - GAUT0T0 - FM33B1000000001



EXTERIOR LIGHTS - TAXIING AND TAKE-OFF LIGHTS

G9409341 - GAUT0T0 - FM33B1000000001

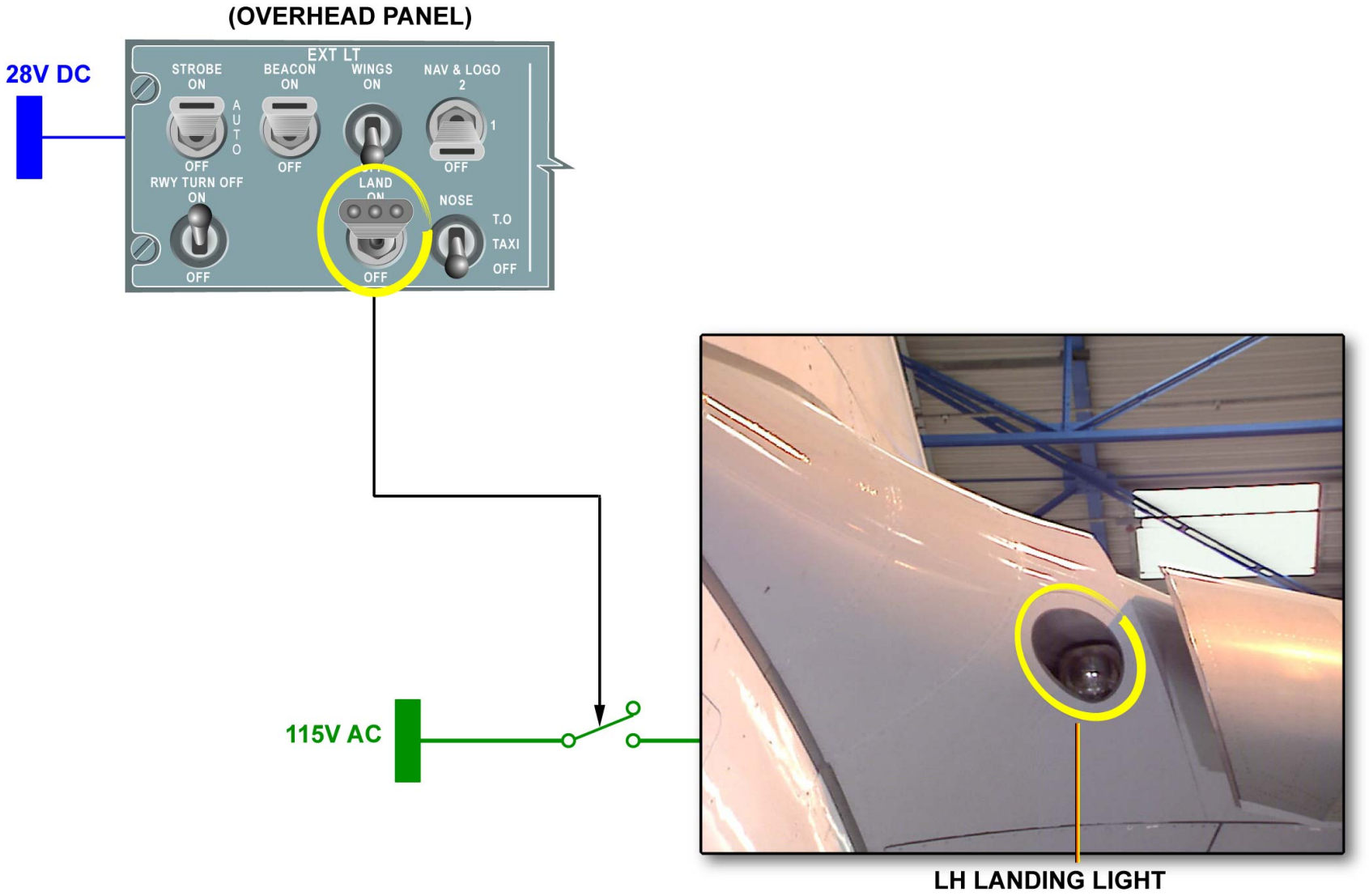
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

EXTERIOR LIGHTS (continued)

LANDING LIGHTS

A fixed landing light is installed in each wing root leading edge. The LAND switch simultaneously controls all the fixed landing lights.

G9409341 - GAUT0T0 - FM33B1000000001



EXTERIOR LIGHTS - LANDING LIGHTS

G9409341 - GAUT0T0 - FM33B1000000001

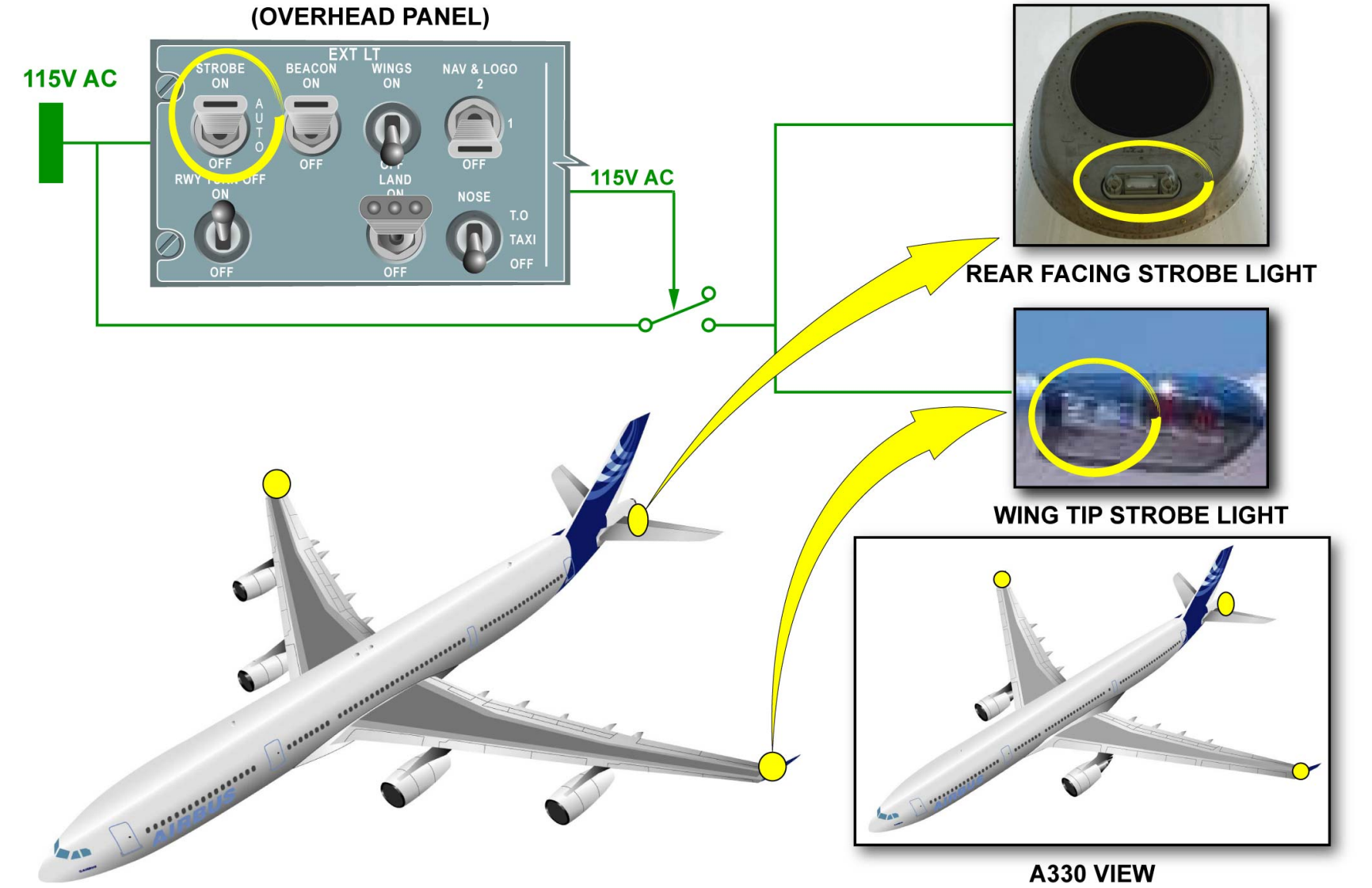
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

EXTERIOR LIGHTS (continued)

ANTI-COLLISION STROBE

One white flashing strobe light is installed in each wing tip leading edge and one in the tail cone. They are simultaneously controlled by the STROBE toggle switch. In the AUTO position the strobe lights flash when the shock absorbers are not compressed. In the OFF position, during flight, a memo is displayed on the EWD.

G9409341 - GAUT0T0 - FM33B1000000001



EXTERIOR LIGHTS - ANTI-COLLISION STROBE

G9409341 - GAUT0T0 - FM33B1000000001

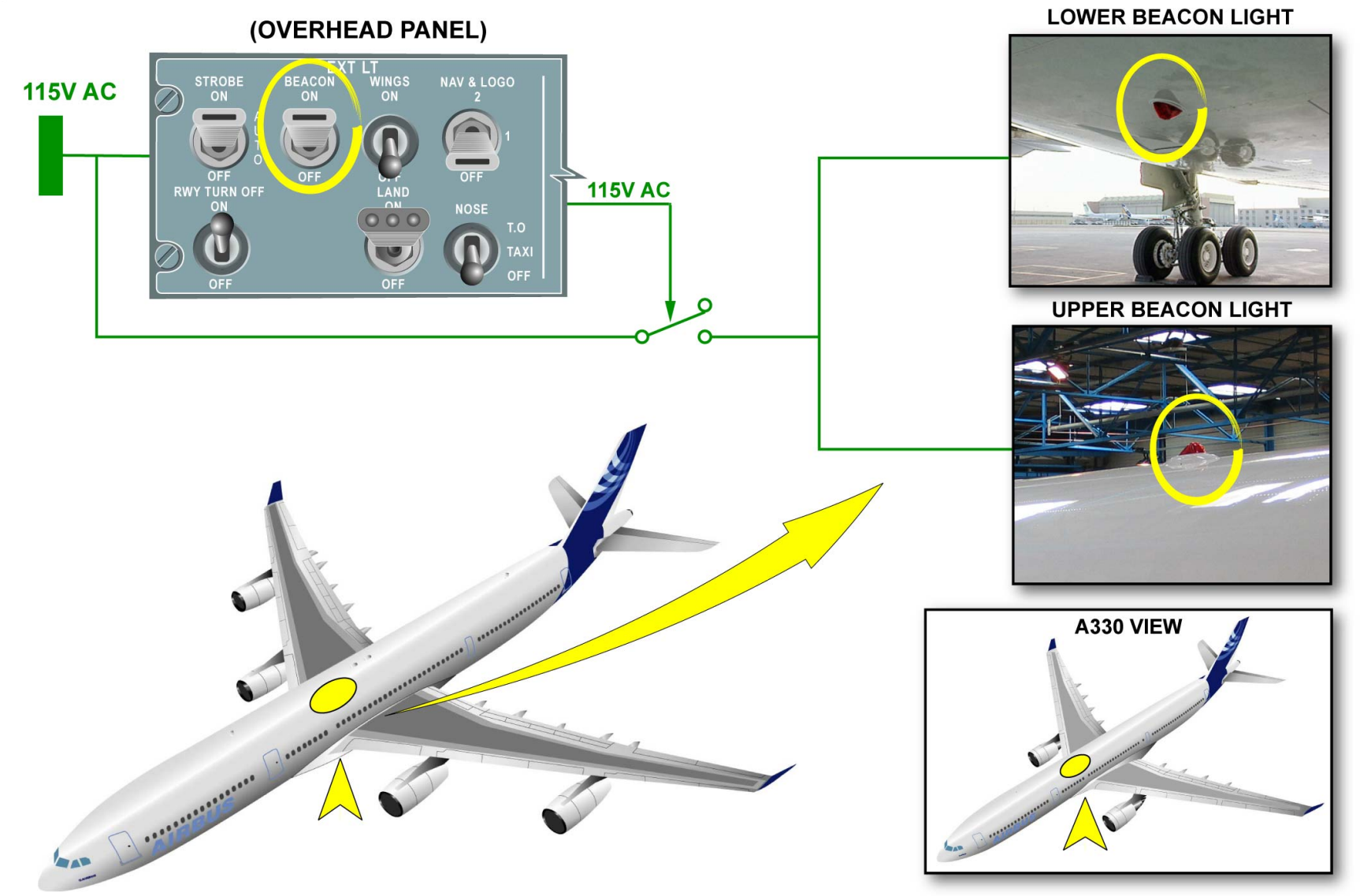
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

EXTERIOR LIGHTS (continued)

BEACON LIGHTS

Two red flashing beacon lights are installed, one on the lower and one on the upper fuselage along the aircraft centerline. The BEACON switch controls the beacon. When anti-collision strobe lights and anti-collision beacon lights flash, a timing system controls them in order to flash alternately in a synchronized way.

G9409341 - GAUT0T0 - FM33B1000000001



EXTERIOR LIGHTS - BEACON LIGHTS

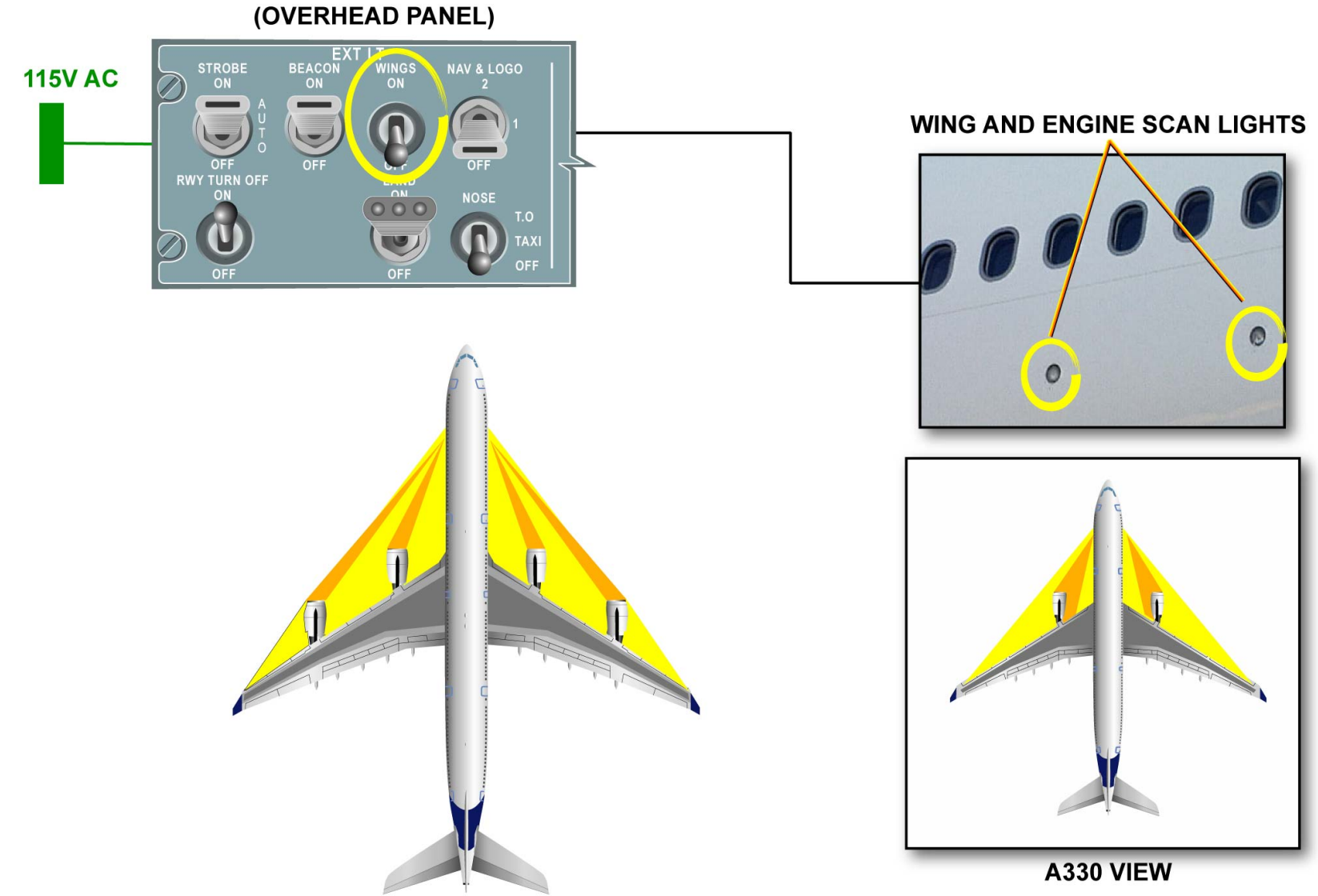
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

EXTERIOR LIGHTS (continued)

WING AND ENGINE SCAN LIGHTS

Fixed-position wing and engine scan lights are installed on each side of the fuselage to let the flight crew visually detect ice on the engine air intakes and leading edges. The WINGS switch controls these lights. The wing and engine scan lights can be switched ON, on the ground for maintenance functions for a limited time only. Those lights are inhibited when the mid passengers door are open.

G9409341 - GAUT0T0 - FM33B1000000001



EXTERIOR LIGHTS - WING AND ENGINE SCAN LIGHTS

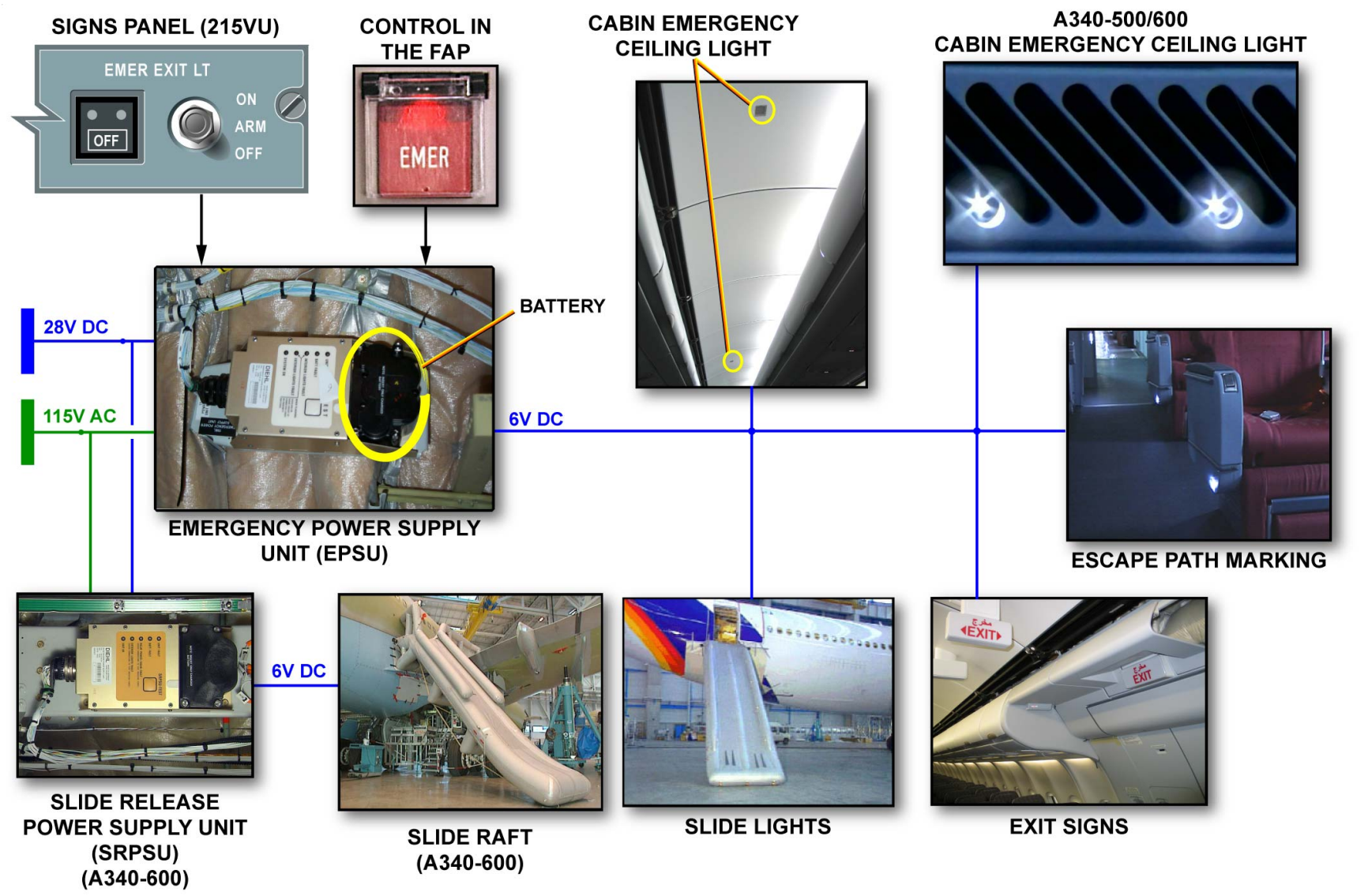
A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

EMERGENCY LIGHTS

The cabin emergency lighting system comes on according to the flight phase or operational events (automatic mode) or by manually setting the selectors to ON. These selectors are the toggle switch in the cockpit and EMER P/B on the Flight Attendant Panel (FAP) in the cabin. The Emergency Power Supply Units (EPSUs) control and monitor the emergency lighting system entirely in accordance with the mode of system activation. The aim of this system is to ease the evacuation of the A/C when needed. The offwing escape-slide system on the A340-600 is installed at the overwing emergency-exits, and is operated electrically. Deployment of the escape-slide is automatic when you open the door with the escape-slide control handle (referred to as emergency control-handle) set in the ARMED position. The Slide-Release Power-Supply Unit (SRPSU), installed on the A340-600, is located above the ceiling panels between FRame40.6 and FR41 on the left hand side. The battery busbar 303PP supplies 28V DC power to operate the electrical escape-slide release system via the SRPSU. The emergency ceiling lights are installed behind the aisle air outlets on the A340 500/600.

NOTE: On the A340-500, the emergency ceiling light can also be used as a night lighting function in the aft cabin area on the left side.

G9409341 - GAUT0T0 - FM33B1000000001



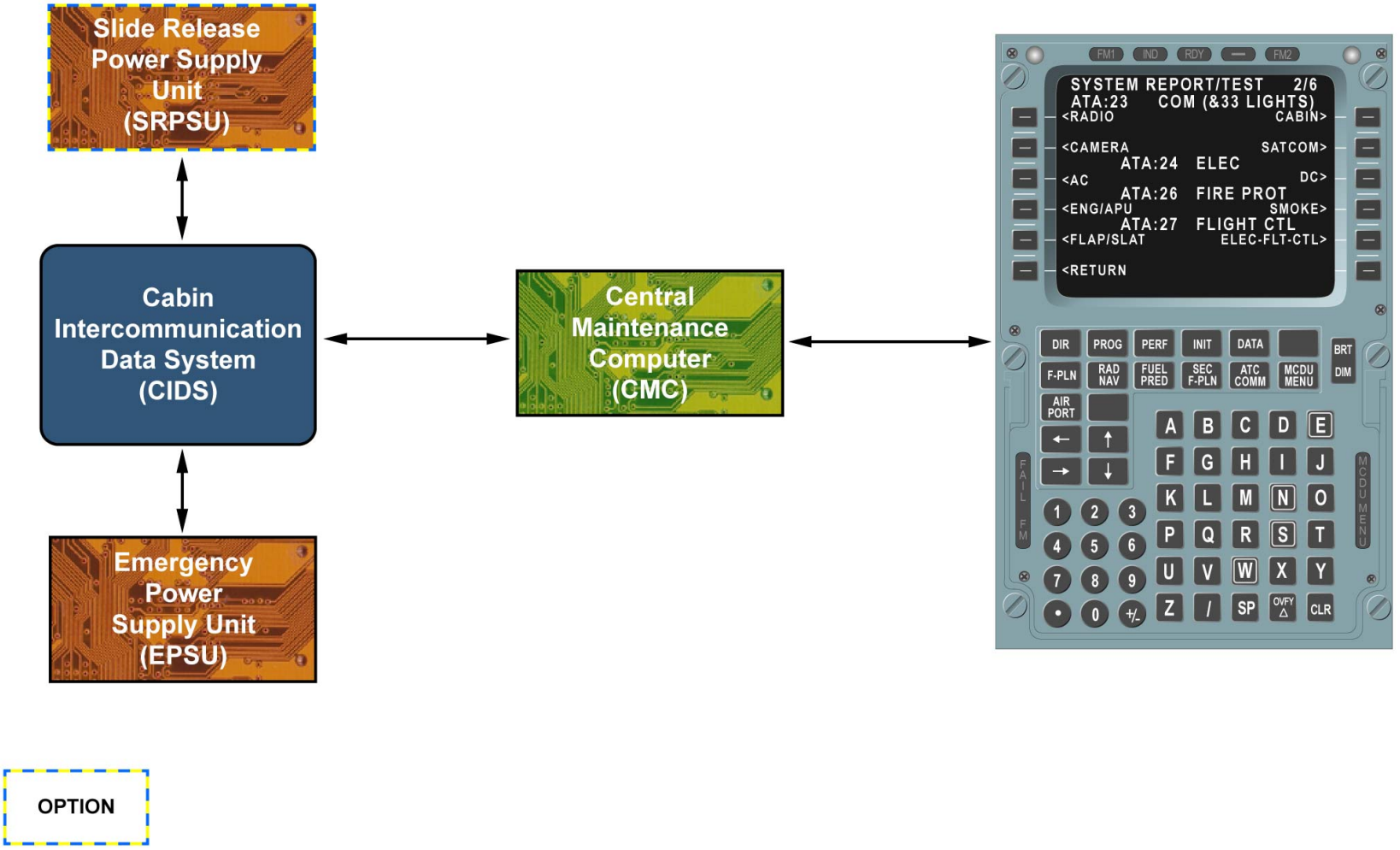
EMERGENCY LIGHTS

A/C LIGHTING SYSTEM LINE MAINTENANCE BRIEFING (2)

MAINTENANCE / TEST FACILITIES

The testing of the emergency lighting system can be done either through the Central Maintenance System (CMS), via the use of the MCDU, or individually (EPSU, SRPSU and related lights) via the test P/B and the control Light Emitting Diode (LEDs). When tested through the CMS, the emergency lighting system is totally tested, using the Cabin Intercommunication Data System (CIDS) as the main monitoring control system device.

G9409341 - GAUT0T0 - FM33B1000000001



MAINTENANCE / TEST FACILITIES

CABIN LIGHTING SYS LINE MAINTENANCE BRIEFING (2)

GENERAL

The Flight Attendant Panel (FAP) CABIN LIGHTING page, which belongs to the Cabin Intercommunication Data System (CIDS), is used for the cabin lighting control.

G9409341 - GAUT0T0 - FM33B2000000001

FLIGHT ATTENDANT PANEL (FAP)

Cabin Intercommunication Data System (CIDS)

CABIN LIGHT

READING LIGHT

LAVATORY LIGHT

ENTRY LIGHT

GENERAL

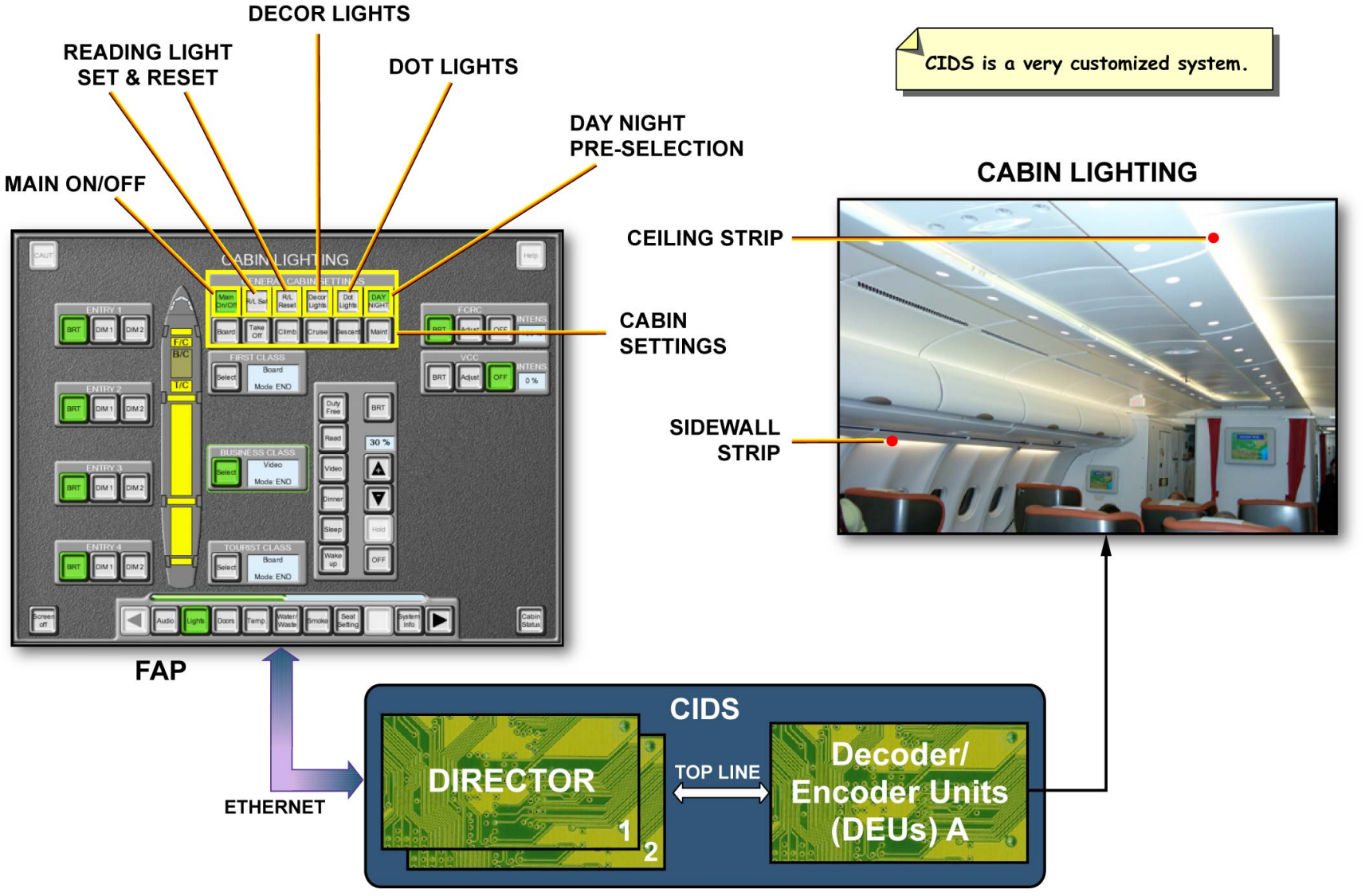
CABIN LIGHTING SYS LINE MAINTENANCE BRIEFING (2)

CABIN

The basic cabin lighting has four fluorescent tube strips. 2 lighting strips are installed on each sidewall, outboard of the lateral hatrack and 2 on the inboard side of the ceiling panels. The CABIN LIGHTING page on the FAP is used for the control of all the cabin lighting. This is done via two Directors and several Decoder/Encoder Units A (DEUs A), all of which are part of the CIDS. The CABIN LIGHTING page aircraft symbol displays the cabin configuration and furnishing chosen by the airline and gives the lighting status, in real time, via the selections made on the FAP touch screen. The general cabin settings are as follows:

- Main On/Off,
- Reading/Lights Set and Reset,
- Decor and Dot Lights,
- DAY NIGHT pre-selection.

G9409341 - GAUT0T0 - FM33B2000000001


DECOR LIGHTS
READING LIGHT SET & RESET
DOT LIGHTS
DAY NIGHT PRE-SELECTION
MAIN ON/OFF
CIDS is a very customized system.
CABIN LIGHTING
CEILING STRIP
CABIN SETTINGS
SIDEWALL STRIP
FAP
ETHERNET
CIDS
DIRECTOR
1
2
TOP LINE
Decoder/ Encoder Units (DEUs) A

CABIN

CABIN LIGHTING SYS LINE MAINTENANCE BRIEFING (2)

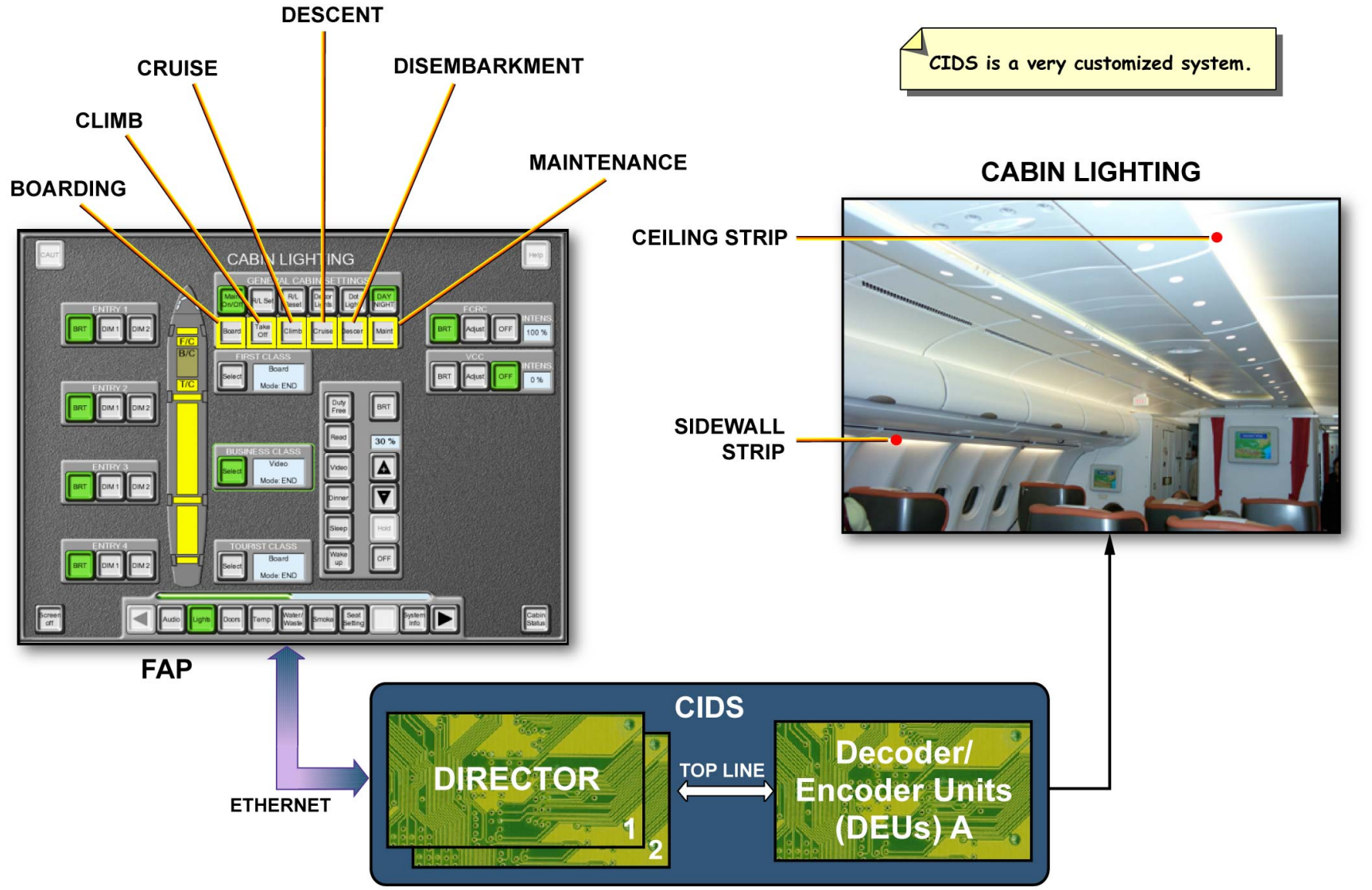
CABIN (continued)

CABIN LIGHTING

A set of additional full cabin light zone pre-selections is available, this could be:

- Boarding,
- Climb,
- Cruise,
- Descent,
- Disembarkment,
- Maintenance.

G9409341 - GAUT0T0 - FM33B2000000001



CABIN - CABIN LIGHTING

G9409341 - GAUT0T0 - FM33B2000000001

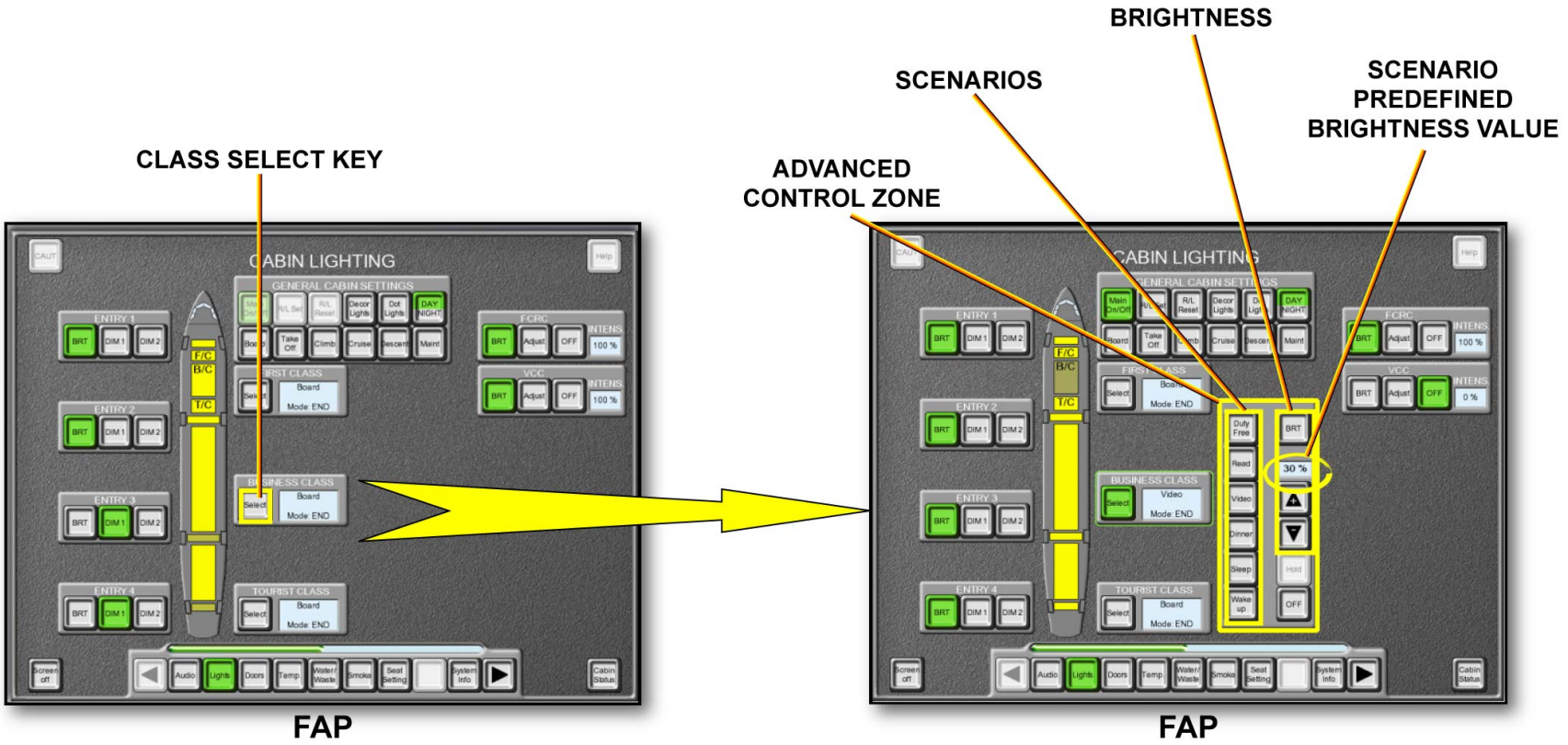
CABIN LIGHTING SYS LINE MAINTENANCE BRIEFING (2)

CABIN (continued)

FAP CABIN LIGHTING

By selecting the related CLASS key, an advanced control is possible for each zone with a soft and smooth dimming from 5 to 100%. Up to 6 more scenarios, defined by the airline, are possible. Each one corresponds to a predefined light level, being adjusted if necessary, and available until the scenario stops. In the example shown on the screen, the BUSINESS CLASS is selected with the video scenario running, determining a light brightness level at 30%

G9409341 - GAUT0T0 - FM33B2000000001



CIDS is a very customized system.

CABIN - FAP CABIN LIGHTING

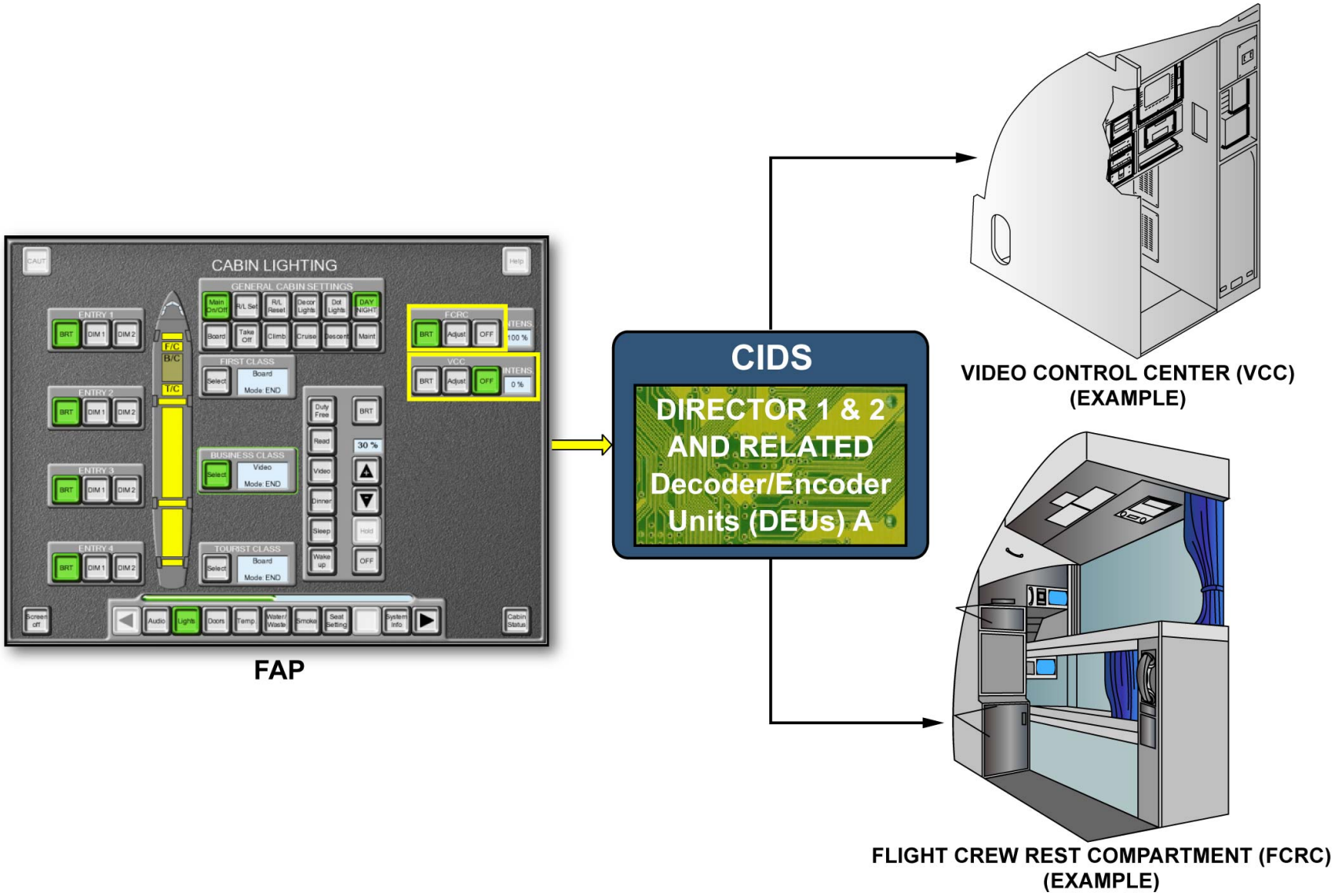
CABIN LIGHTING SYS LINE MAINTENANCE BRIEFING (2)

CABIN (continued)

CONTROL

Additional lighting and intensity control such as Flight Crew Rest Compartment (FCRC) can be added following cabin configuration and furnishing.

G9409341 - GAUT0T0 - FM33B2000000001



CABIN - CONTROL

G9409341 - GAUT0T0 - FM33B2000000001

CABIN LIGHTING SYS LINE MAINTENANCE BRIEFING (2)

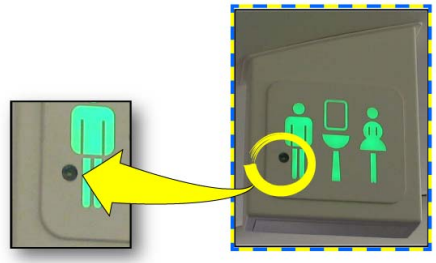
LAVATORY

Each lavatory (on demand) has one or two fluorescent tubes supplied with 115V AC, a set of lights installed in the mirror and a kick strip lighting supplied with 28V DC. There is a lavatory sign (LED technology) located in the cabin to show if the lavatory is occupied. Some of the mirror set lights come on when the aircraft is energized. The remaining ones come on as soon as the door is closed and locked. When the lavatory door is unlocked, the fluorescent tube brightness level is 50%. When the door is closed and locked, the brightness level changes to 100% and the lavatory occupied sign turns red. Regardless of the door position, the kick strip lights are on permanently during the flight. The Main On/Off P/B on the FAP lights the lavatory fluorescent tubes to 50% or switches them off. As long as the door is unlocked, the lavatory sign shows green. Optionally, the luminance on the LOS housing is automatically dimmable by the means of an internal light sensor between maximum and minimum level in appreciatively 1 sec to adapt the sign luminance to the ambient brightness.

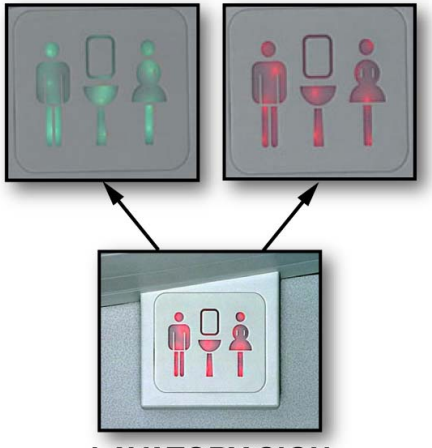
G9409341 - GAUT0T0 - FM33B2000000001

OPTION

		DOOR OPENED OR CLOSED BUT UNLOCKED	DOOR CLOSED AND LOCKED
115V AC	FLUORESCENT TUBES BALLAST UNIT	Brightness level 50%	Brightness level 100%
28V DC	SET OF LIGHTS IN THE MIRROR	Some are illuminated	Remaining ones illuminated
	KICK STRIP ILLUMINATION	ON	ON



LIGHT SENSOR



LAVATORY SIGN

LAVATORY LIGHTING

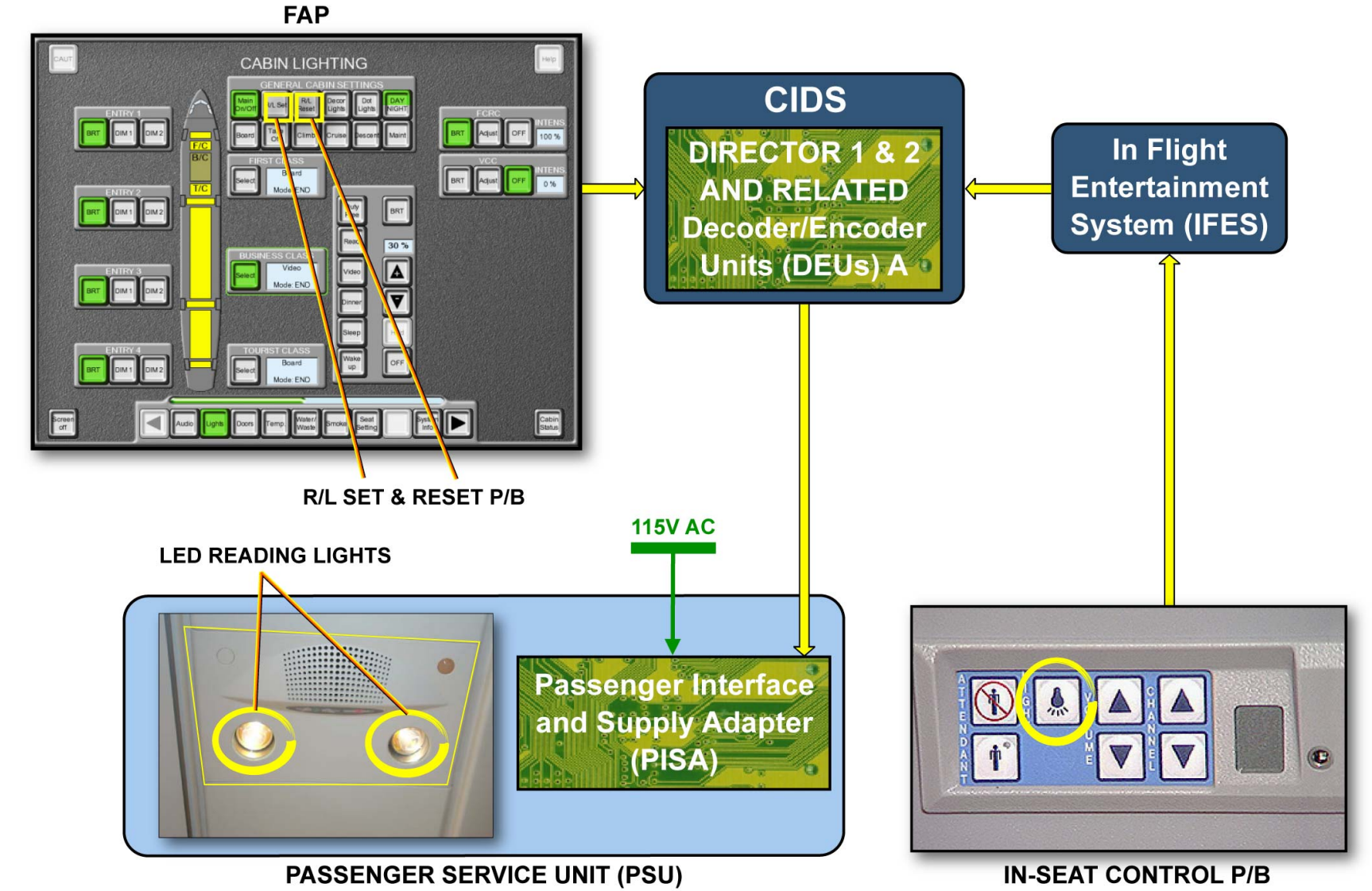
LAVATORY

CABIN LIGHTING SYS LINE MAINTENANCE BRIEFING (2)

PASSENGER READING

The passenger reading lights (LEDs), are located in the Passenger Service Unit (PSU). They are adjusted for each seat. The R/L Set and R/L Reset P/Bs on the FAP control all the reading lights. The related DEU A lets the reading light be turned on, via a Passenger Interface and Supply Adapter (PISA), which can control and monitor up to 4 reading lights. Passengers can control the reading light with an in-seat P/B via the In Flight Entertainment System (IFES).

G9409341 - GAUT0T0 - FM33B2000000001



PASSENGER READING

G9409341 - GAUT0T0 - FM33B2000000001

CABIN LIGHTS D/O (3)

CABIN LIGHTING

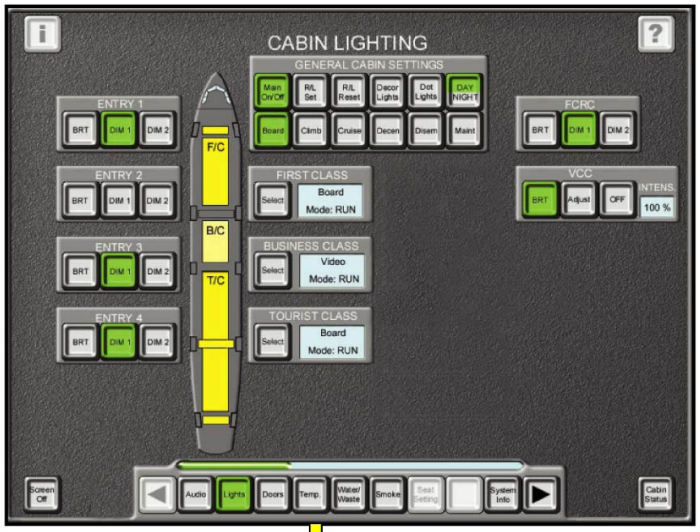
The basic cabin light is composed of four fluorescent tube strips. Two lighting strips are installed on each sidewall, outboard of the lateral hatrack and two on the inboard side of the ceiling panels.

GENERAL

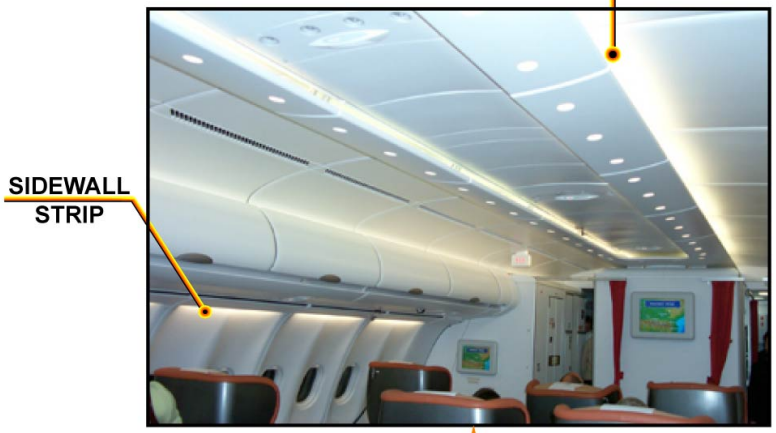
The Flight Attendant Panel (FAP) light page controls the whole cabin lighting through the Cabin Intercommunication Data System (CIDS).

G9409341 - GAUT0T0 - FM33D2000000002

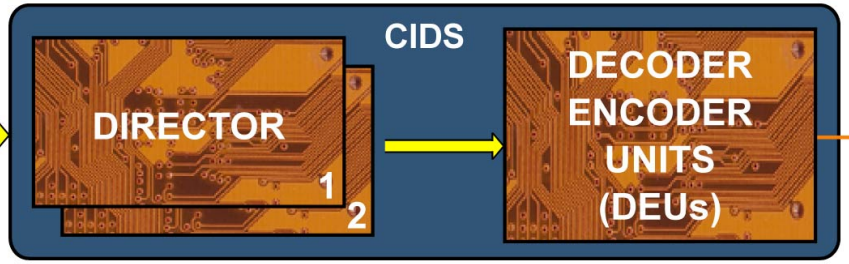
The FAP pages shown as example in this module are A340-600 pages.



FAP LIGHT PAGE



CABIN ILLUMINATION



CABIN LIGHTING - GENERAL

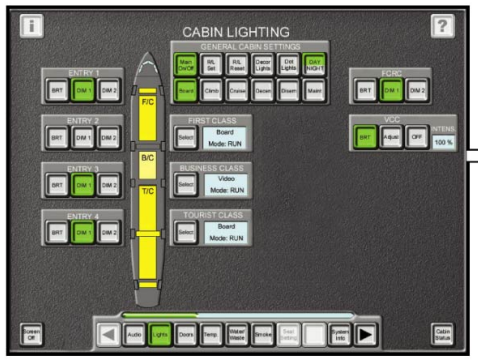
CABIN LIGHTS D/O (3)

CABIN LIGHTING (continued)

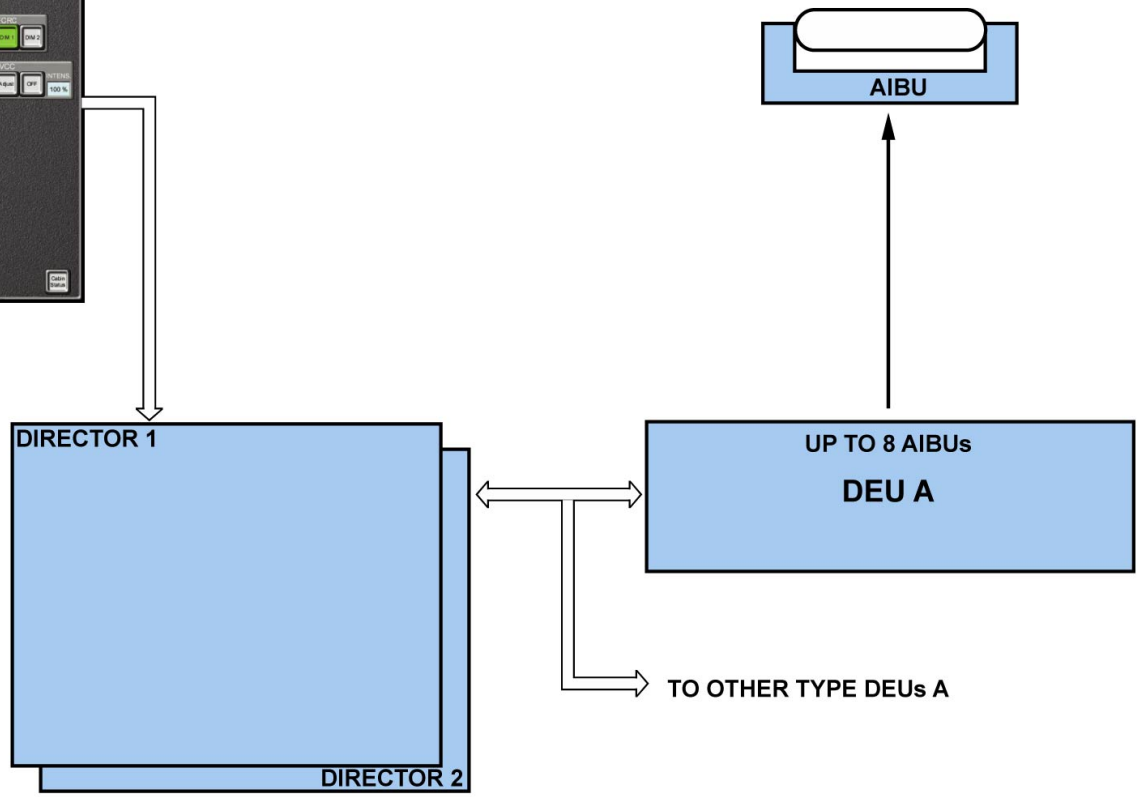
DESCRIPTION

The FAP light page reflects the cabin layout characteristics. The cabin lighting scenarios are loaded in the Cabin Assignment Module (CAM) according to the cabin layout and the airline definitions. Any order for cabin light setting in the cabin is mainly done via the FAP.
Director 1 broadcasts orders to the cabin Decoder Encoder Units A (DEUs A). Director 2 is in hot-standby mode and runs in parallel with exactly the same system status information at any given time. It is able to control lighting at any time.
Each DEU A can transmit illumination requests from the director to 8 Advanced Integrated Ballast Units (AIBUs) maximum.

G9409341 - GAUT0T0 - FM33D2000000002



FAP LIGHT PAGE



AIBU: ADVANCED INTEGRATED BALLAST UNIT

CABIN LIGHTING - DESCRIPTION

CABIN LIGHTS D/O (3)

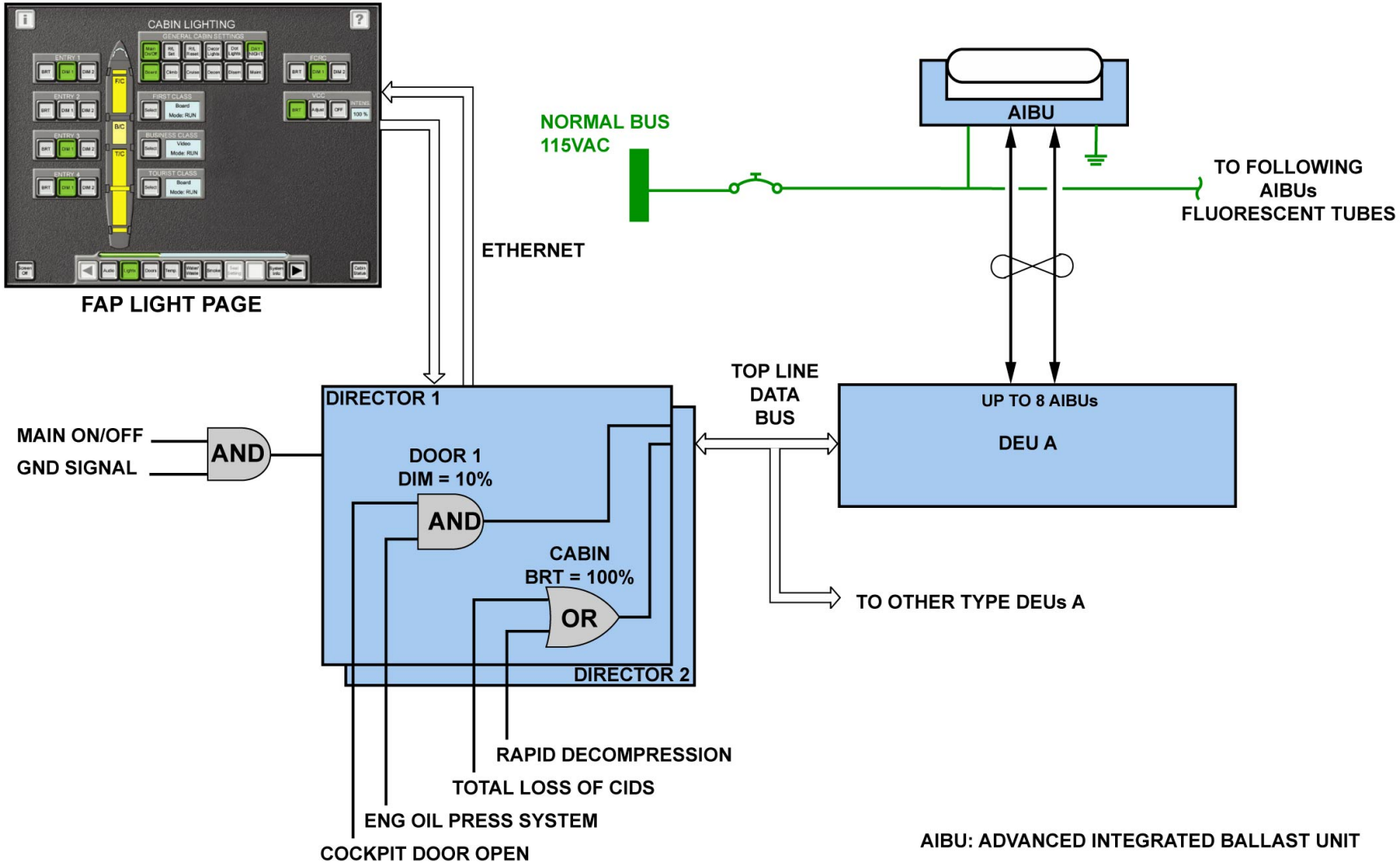
CABIN LIGHTING (continued)

OPERATION

In normal operation, orders from the FAP (such as Main On/Off, dimming of the Business Class, Boarding scenario to a predefined lighting value, etc) are sent simultaneously via an ETHERNET data link to the CIDS Directors 1 and 2.
The main characteristics of this ETHERNET data link signal are:
- high speed of 10Mb/sec,
- same signal characteristics from the FAP to each CIDS director.

Note that the Main On/Off control is only available on ground.
Upon orders received from the FAP, Director 1 broadcasts the request to the cabin DEU A on the TOP LINE DATA BUS.
The TOP LINE DATA BUS is a 14 Bits data word - 4Mb/sec signal.
Once acknowledged by the DEU A, the request is converted into a BIDIRECTIONAL SERIAL DATA INTERFACE signal and transmitted to the AIBU. The AIBUs then power fluorescent tubes accordingly. Each AIBU is supplied with 115 VAC from the AC Normal bus. Each DEU A can transmit illumination requests from the director to 8 AIBUs maximum.
When the cockpit door is open and the engine is running, the forward entrance area lighting is dimmed to 10%.
In abnormal configuration such as either rapid cabin decompression or a total CIDS failure, the cabin lights up at 100%.
Note that the entrance lighting zones remain at the same selected level of brightness.

G9409341 - GAUT0T0 - FM33D2000000002



CABIN LIGHTING - OPERATION

G9409341 - GAUT0T0 - FM33D2000000002

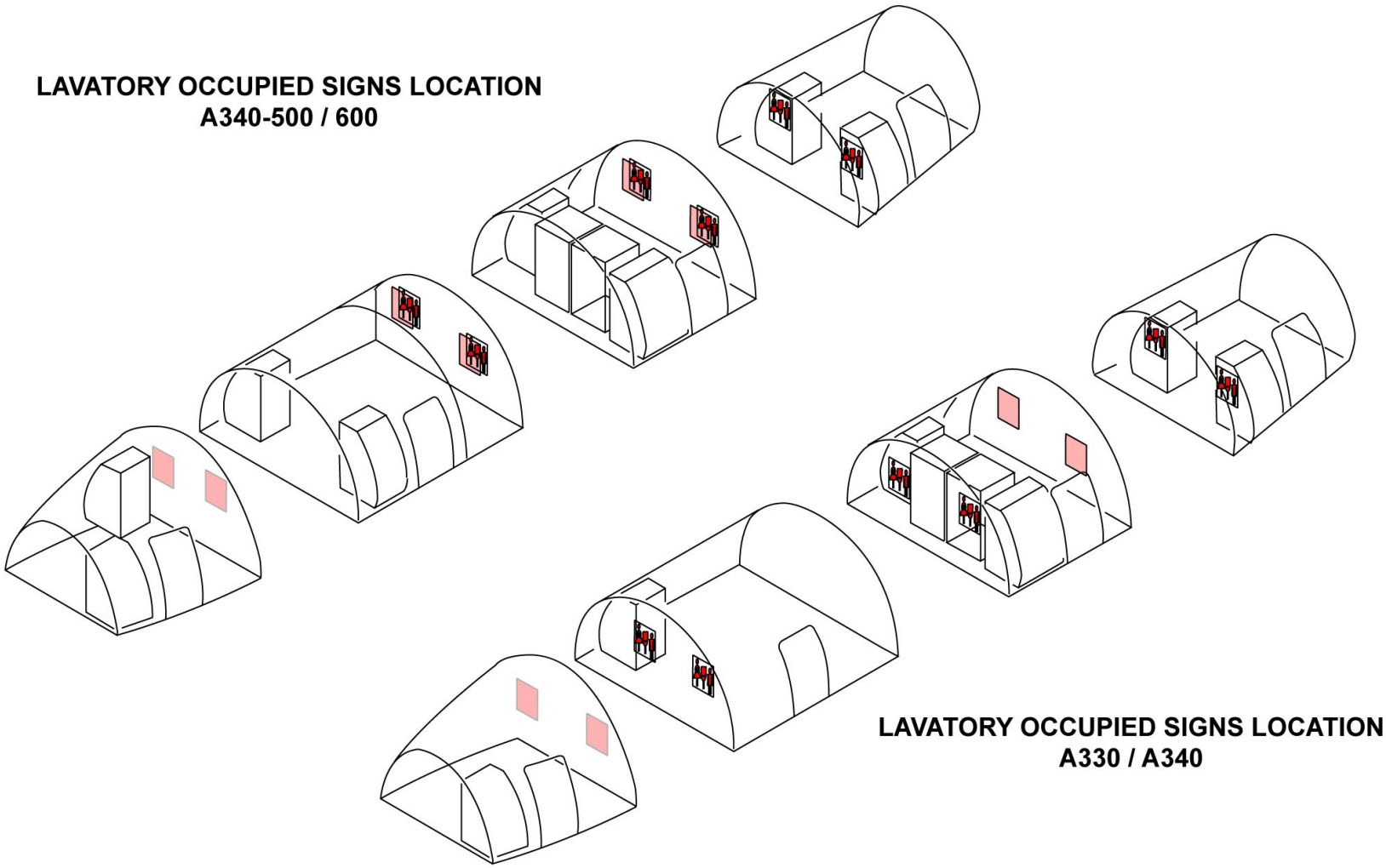
CABIN LIGHTS D/O (3)

LAVATORY LIGHTING

Each lavatory has (on demand):
- one or two fluorescent tubes supplied with 115 VAC,
- a set of lights installed in the mirror, supplied with 28 VDC,
- kick strip light (LED Technology), supplied with 28 VDC.

There is a lavatory sign (LED Technology) located in the cabin to show the location of the lavatories, and if the lavatories are occupied.
Optionally, the luminance on the LOS housing is automatically dimmable by the means of an internal light sensor between maximum and minimum level in approximately1 sec to adapt the sign luminance to the ambient brightness.

G9409341 - GAUT0T0 - FM33D2000000002



LAVATORY LIGHTING

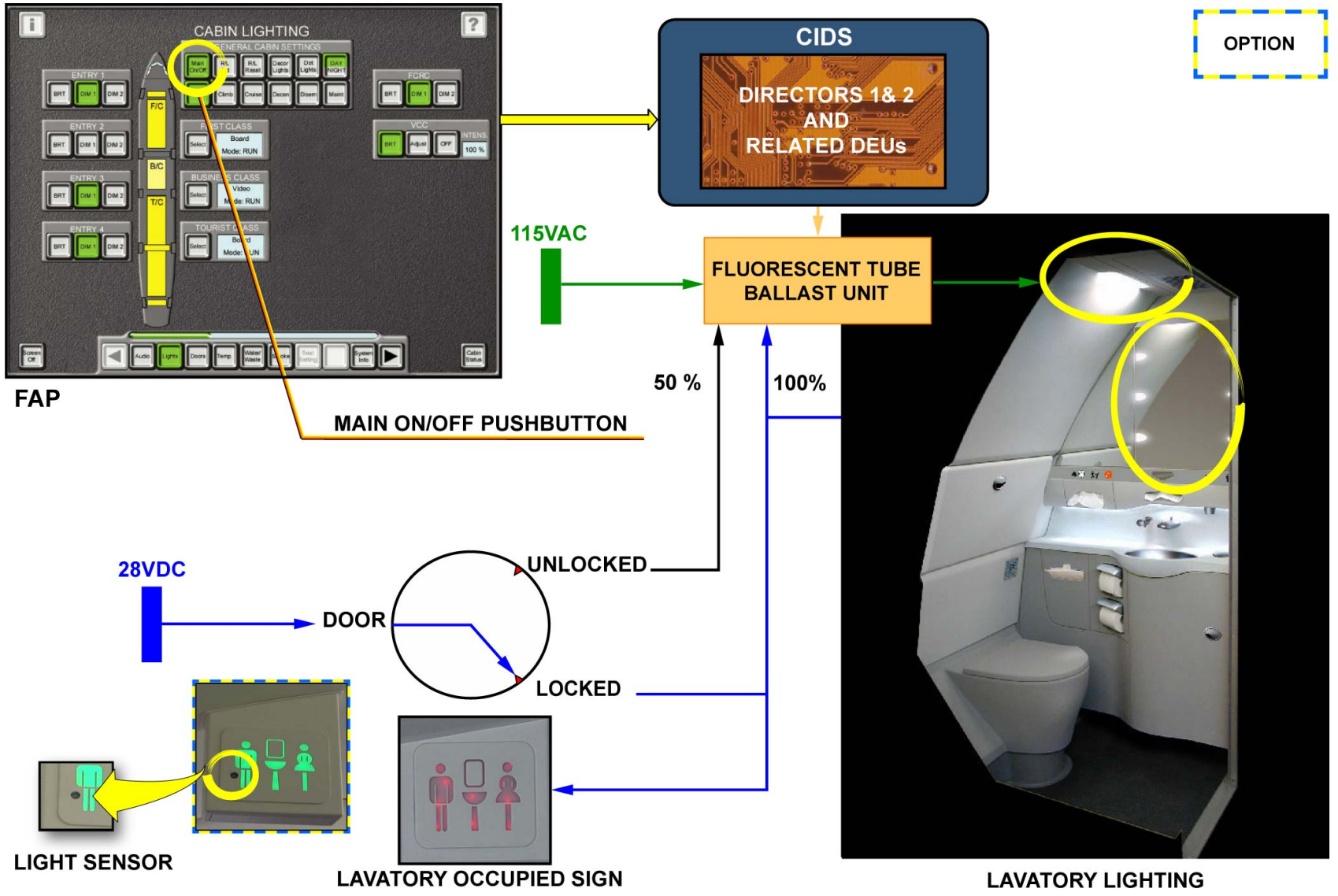
CABIN LIGHTS D/O (3)

LAVATORY LIGHTING (continued)

GENERAL

The FAP light page controls the whole cabin lavatory lighting through the CIDS.

G9409341 - GAUT0T0 - FM33D2000000002



LAVATORY LIGHTING - GENERAL

G9409341 - GAUT0T0 - FM33D2000000002

CABIN LIGHTS D/O (3)

LAVATORY LIGHTING (continued)

DESCRIPTION

The lavatories illumination is controlled through the FAP via the CIDS either with the MAIN ON/OFF pushbutton or with the LAV MAINT pushbutton.

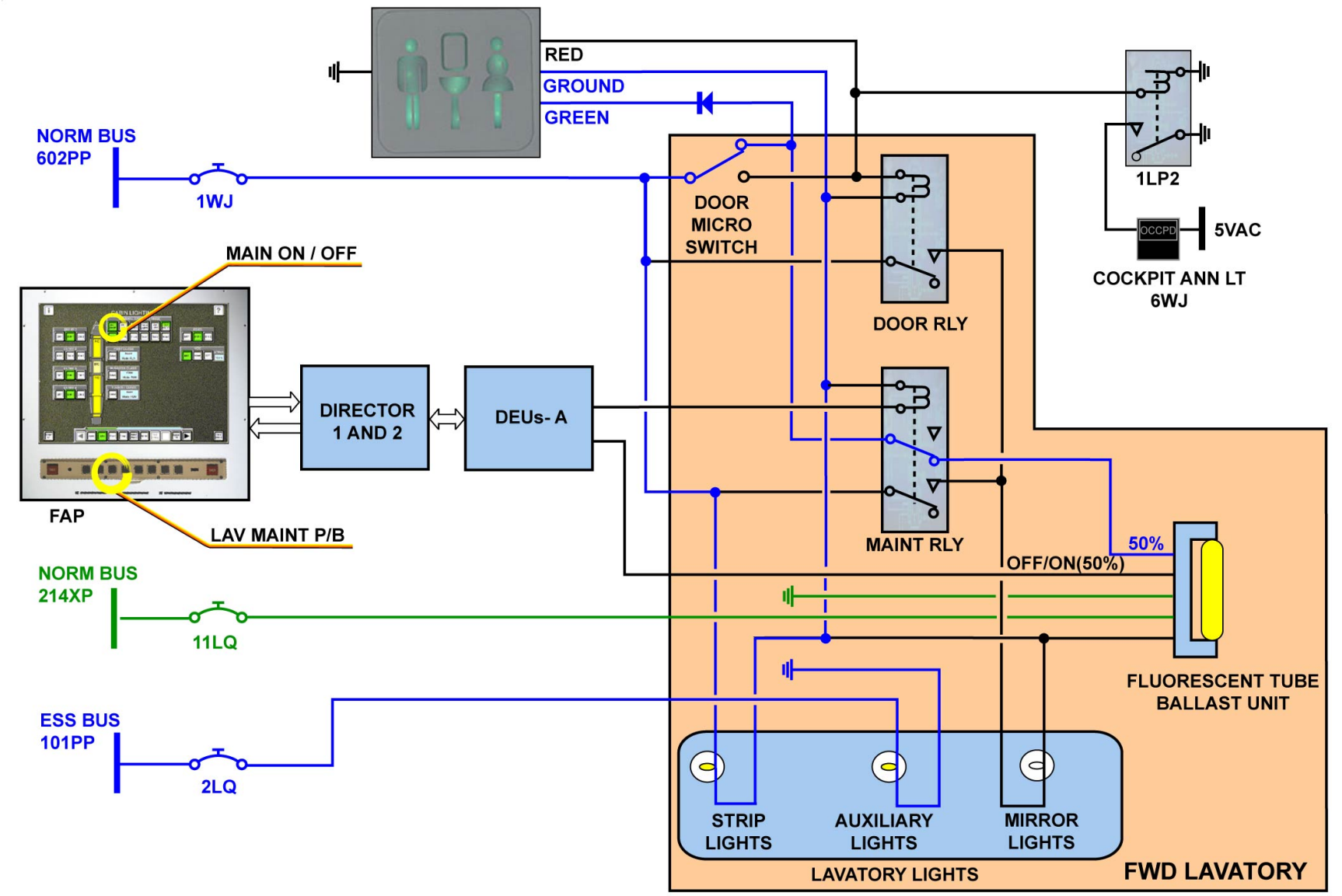
Each lavatory is provided with one or two fluorescent tubes associated to their ballast units, and with a lavatory light composed of an auxiliary light, a mirror light and a kick strip light.

Depending on the lavatory location, the fluorescent tube ballast unit system is supplied with 115VAC/400Hz by the normal busbar 113XP or 214XP.

The mirror light, the strip light and the control of the ballast unit are supplied by the GROUND/SERVICE busbar 602PP. The auxiliary light is supplied by the essential busbar 101PP: it remains lighted as long as the essential busbar is available.

Each lavatory door controls a set of two relays through the door-locking device. A door micro-switch manages the lighting brightness and occupied sign (LED Technology). The OPEN/CLOSED door switch runs the ballast unit.

G9409341 - GAUT0T0 - FM33D2000000002



LAVATORY LIGHTING - DESCRIPTION

G9409341 - GAUT0T0 - FM33D2000000002

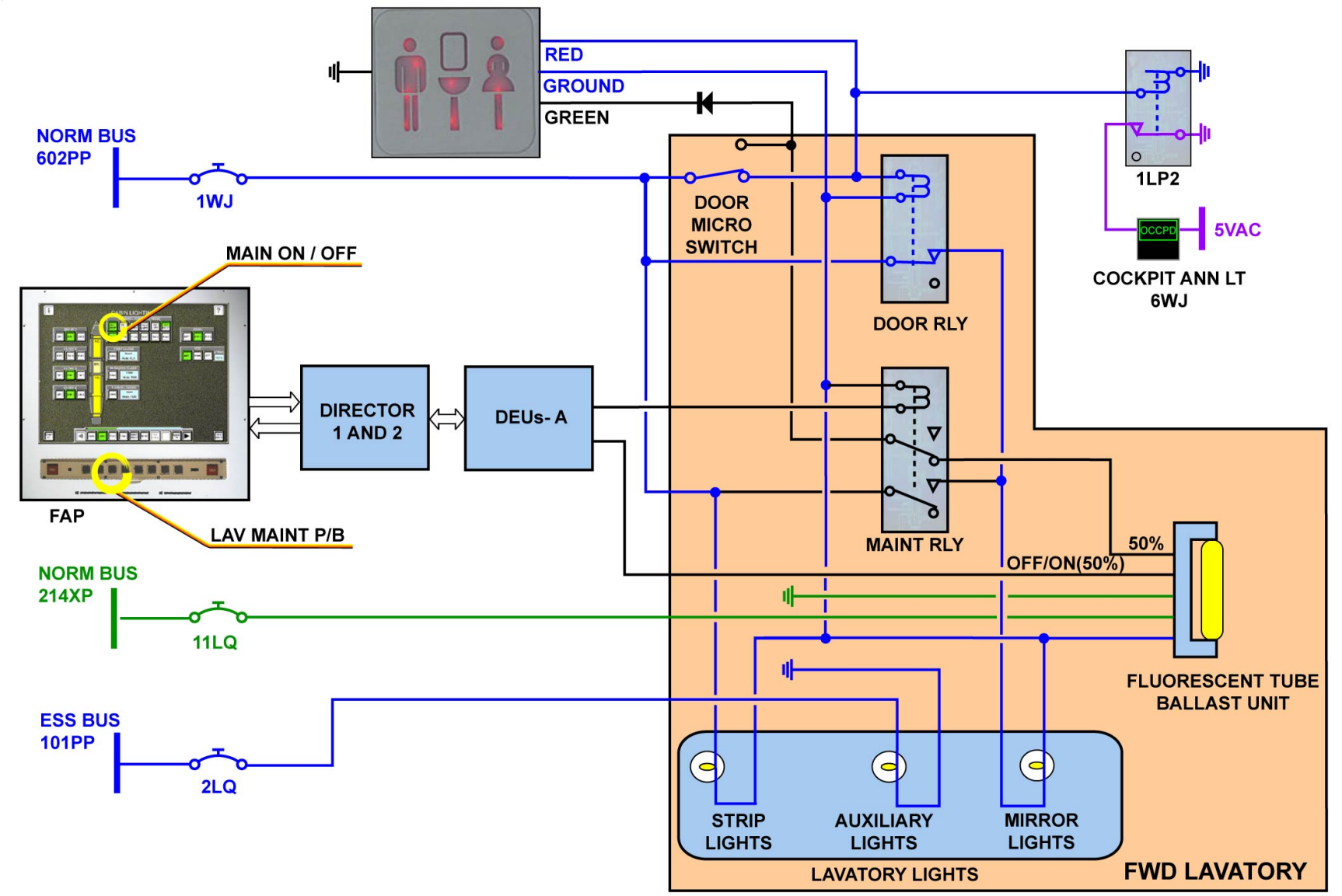
CABIN LIGHTS D/O (3)

LAVATORY LIGHTING (continued)

OPERATION

When the lavatory door is closed but unlocked, the normal busbar 602PP energizes the fluorescent tube to 50% via the maintenance relay. In the cabin, the lavatory sign turns green.
As soon as the door is closed and locked, the normal busbar 602PP energizes the mirror light fluorescent tube to 100% via the door relay. In the cabin, the lavatory sign in the cabin turns red. Note that when the forward lavatory is occupied, the relay 1LP2 is energized. It lights the OCCUPIED annunciator on the cockpit overhead panel.
When the lavatory door is open, the fluorescent tube is energized to 50%. In the cabin, the lavatory sign turns green. Whatever the door position, the normal busbar 602PP energizes the kick strip light and the essential busbar 101PP supplies the auxiliary lights.

G9409341 - GAUT0T0 - FM33D2000000002



LAVATORY LIGHTING - OPERATION

G9409341 - GAUT0T0 - FM33D2000000002

CABIN LIGHTS D/O (3)

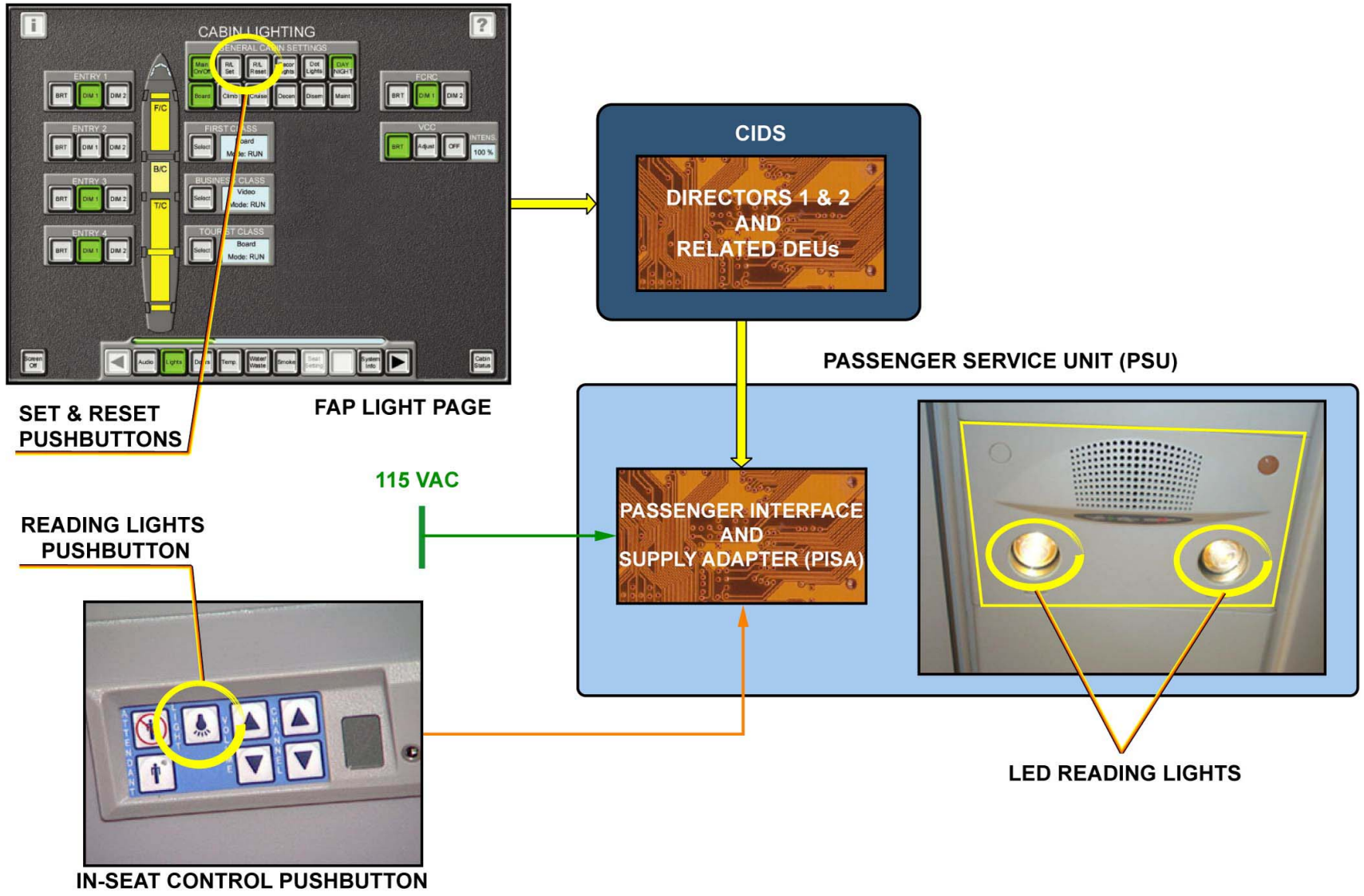
PASSENGER READING LIGHTS

The passenger reading lights (LEDs) are located in the Passenger Service Unit (PSU). They are adjustable for each seat.

GENERAL

A set of LED lights are used as reading lights and are mainly controlled by a pushbutton on the armrest.

G9409341 - GAUT0T0 - FM33D2000000002



PASSENGER READING LIGHTS - GENERAL

G9409341 - GAUT0T0 - FM33D2000000002

CABIN LIGHTS D/O (3)

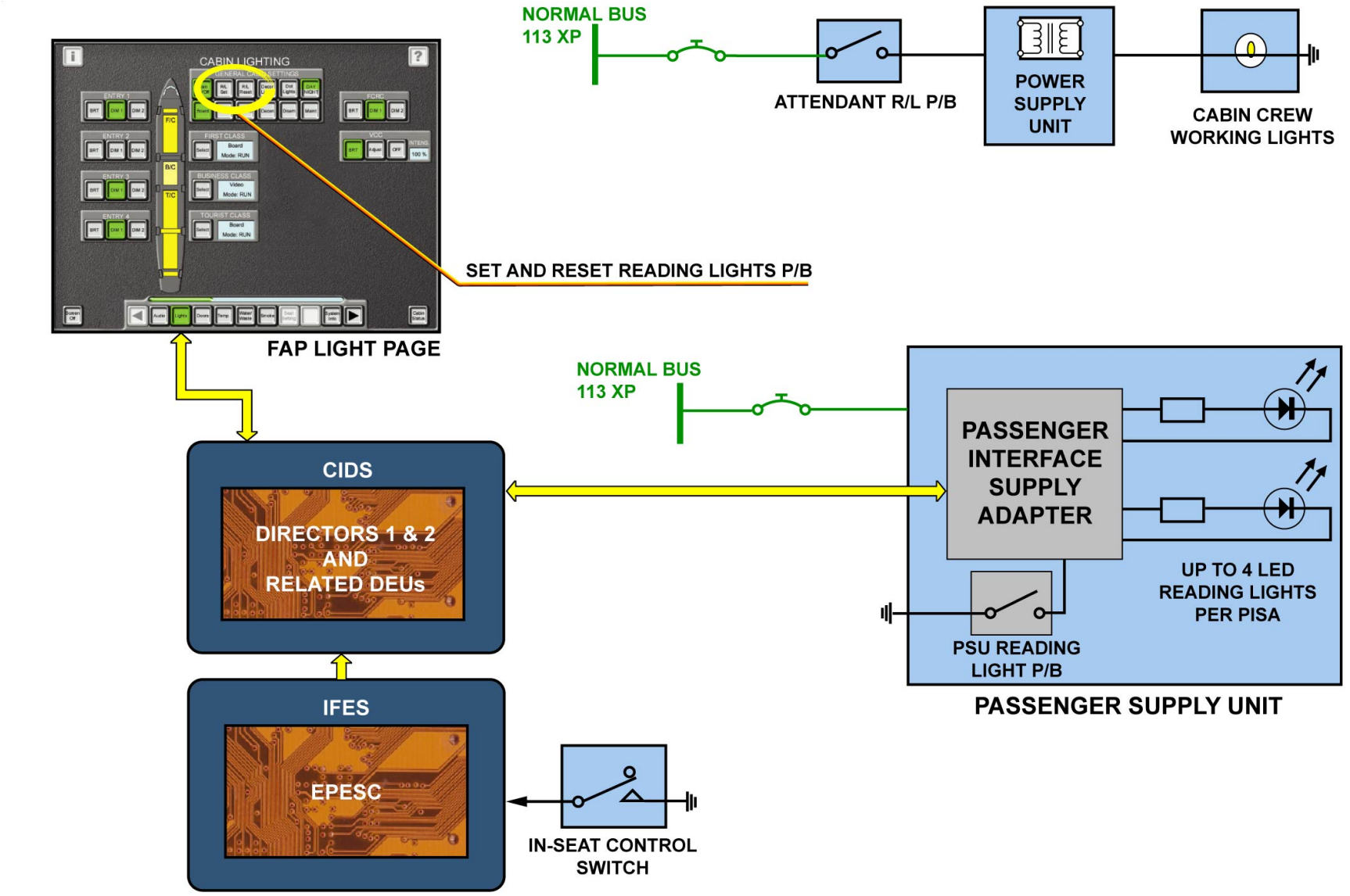
PASSENGER READING LIGHTS (continued)

DESCRIPTION

The passenger reading lights consist of LED technology lights, controlled either by a pushbutton located on the PSU or by a Passenger Control Unit (PCU) pushbutton located on the armrest. The FAP and an internal logic in the CIDS Directors control the Reading Lights (RL).

The cabin crew working lights are of the halogen type. Each cabin crew reading light is directly controlled by a local pushbutton.

G9409341 - GAUT0T0 - FM33D2000000002



PASSENGER READING LIGHTS - DESCRIPTION

G9409341 - GAUT0T0 - FM33D2000000002

CABIN LIGHTS D/O (3)

PASSENGER READING LIGHTS (continued)

OPERATION

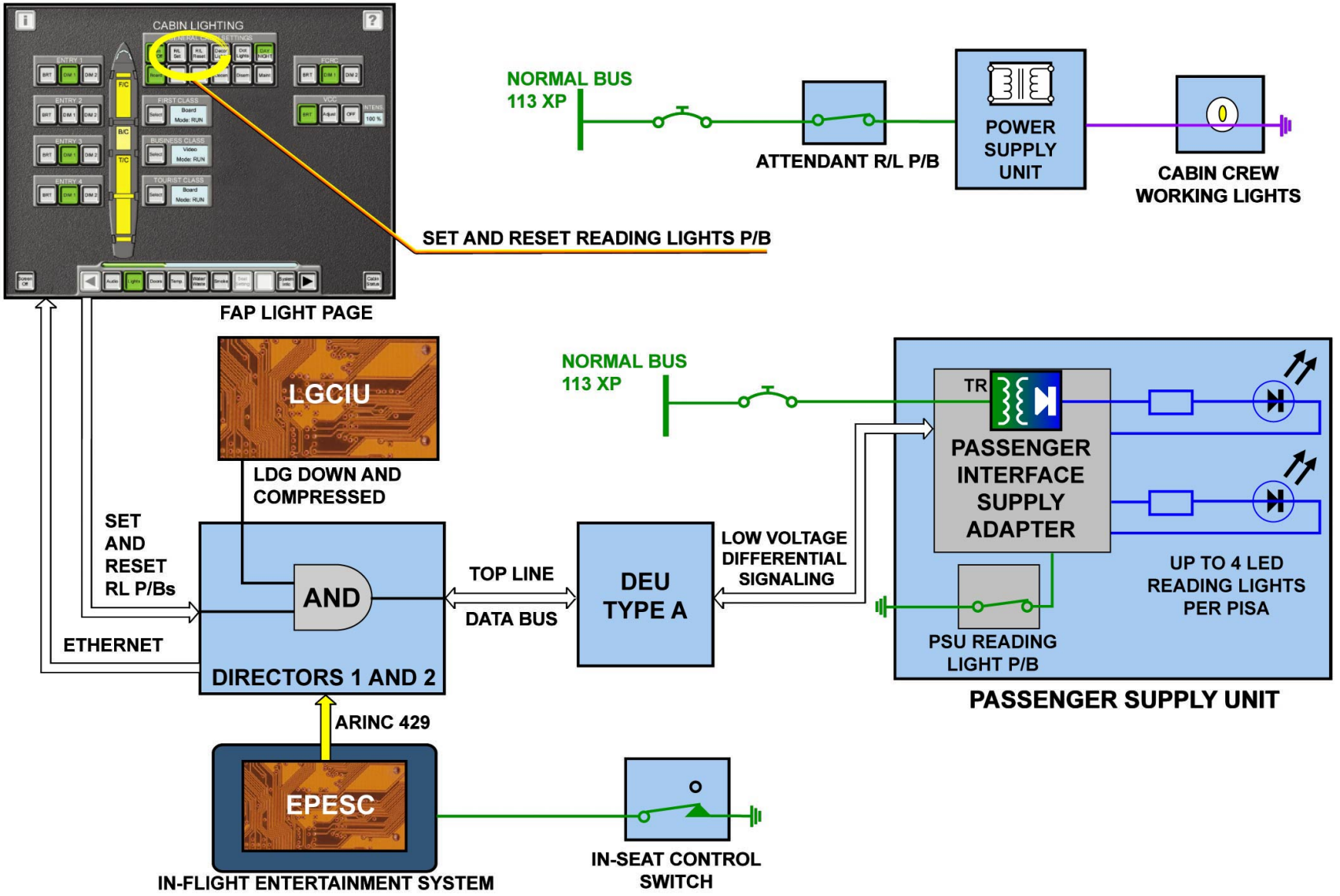
When the reading light is set to ON or OFF, the signal is sent directly to the Passenger and Interface Supply Adapter (PISA). An internal transformer rectifier converts the voltage from the 115 VAC normal busbar into 28VDC.

Upon activation of the In-Seat control switch, an ARINC 429 signal is sent from the Enhanced Passenger Entertainment System Controller (EPESC) to the Directors. As a result, the Director transmits the signal through the Top Line Data Bus to the DEU-A. Finally, it is relayed to the PISA power supply via a bi-directional serial interface of the Low Voltage Differential Signaling (LVDS) type. The brightness of the passenger reading lights is in correlation to the selected cabin lighting scenario: it depends on the brightness level of the cabin general illumination.

The FAP Reading Light Set and Reset pushbuttons enable the manual control of all cabin reading lights, when the aircraft is on ground. To achieve this ground logic control, the Landing Gear Control and Interface Unit (LGCIU) sends the down and compressed landing gear signal to the Directors. Upon power application, the reading light individual operation does not depend on the aircraft being on ground or in flight.

Each light is associated to a power supply unit fitted with an internal 115VAC/6VAC transformer. The AC NORMAL BUS 113XP supplies each power supply unit. Each power unit is located in the door.

G9409341 - GAUT0T0 - FM33D2000000002



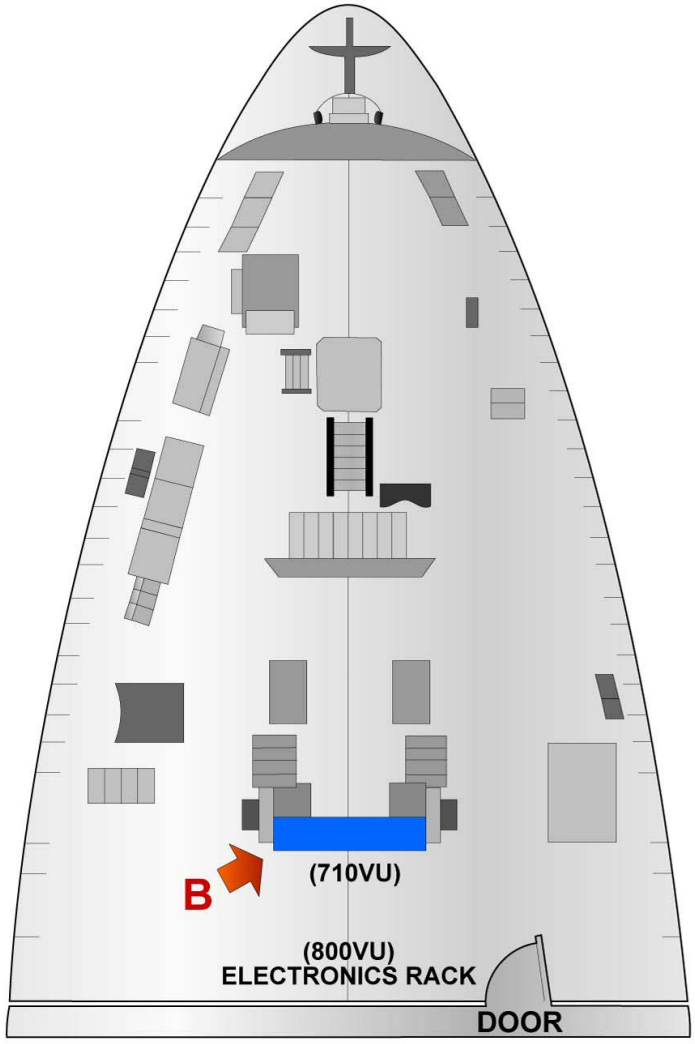
PASSENGER READING LIGHTS - OPERATION

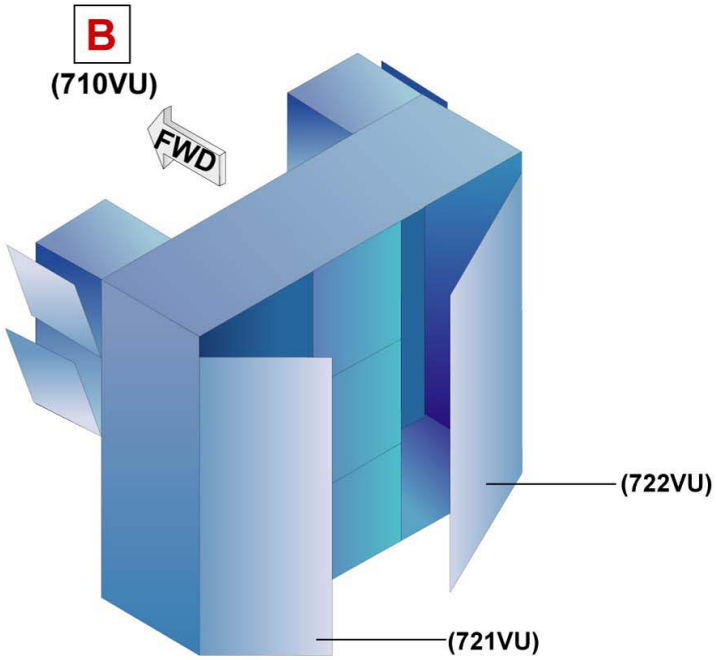
EXTERIOR LIGHTS D/O (3)

GENERAL

All the C/Bs for the exterior lighting system are installed on a C/B panel in the avionics compartment.

G9409341 - GAUT0T0 - FM33D3F33AT0102





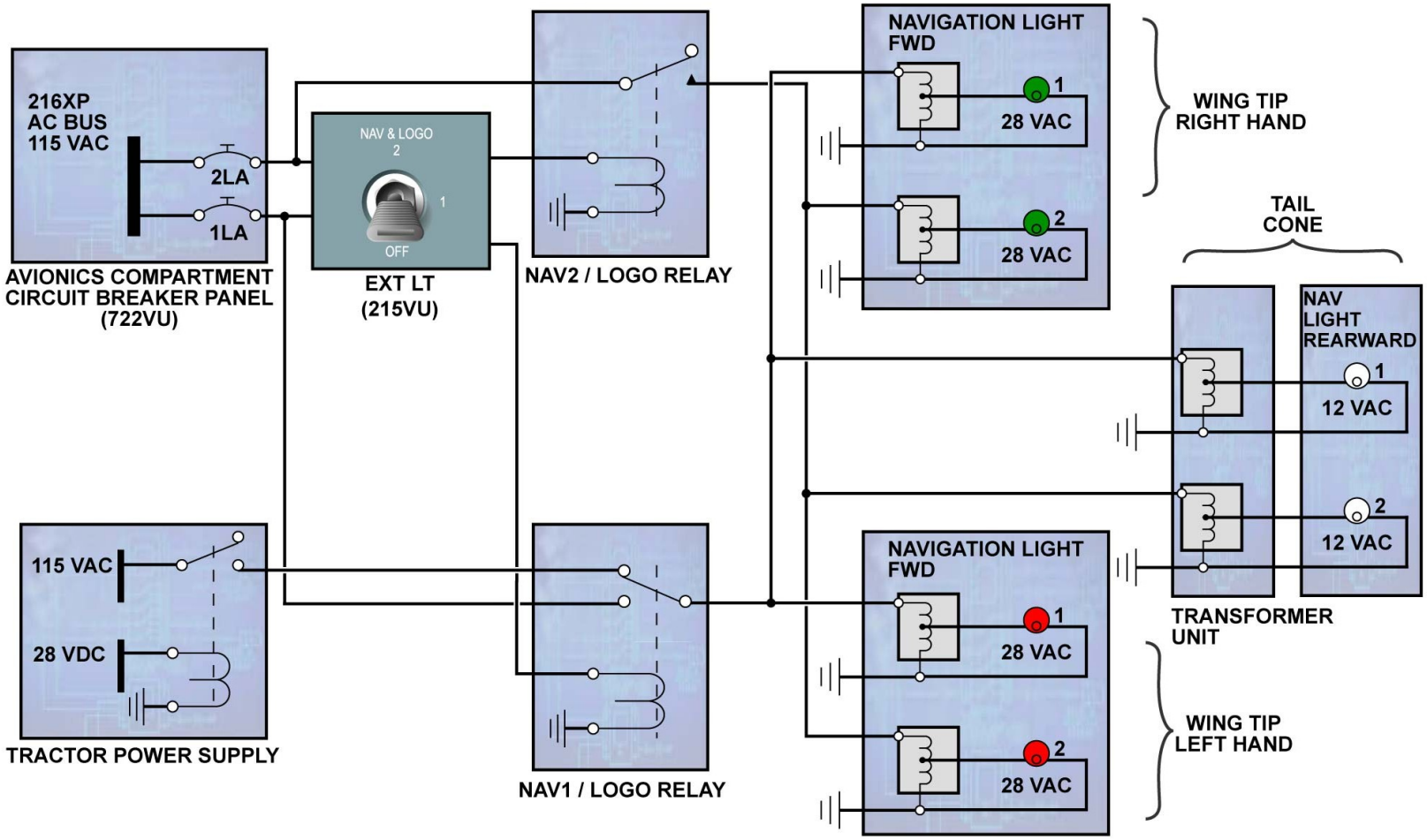
GENERAL

EXTERIOR LIGHTS D/O (3)

NAVIGATION LIGHTS

There are two sets of navigation lights (wing tips and tail cone). These two sets are controlled with a three-position NAV & LOGO switch in the cockpit. Each wing tip is composed of two low voltage quartz lamps (50w), and two low voltage quartz lamps for the tail cone (25w). An integrated step-down transformer for the wing tips, and an external step-down transformer for the tail cone, are associated to each lamp.

G9409341 - GAUT0T0 - FM33D3F33AT0102



NAVIGATION LIGHTS

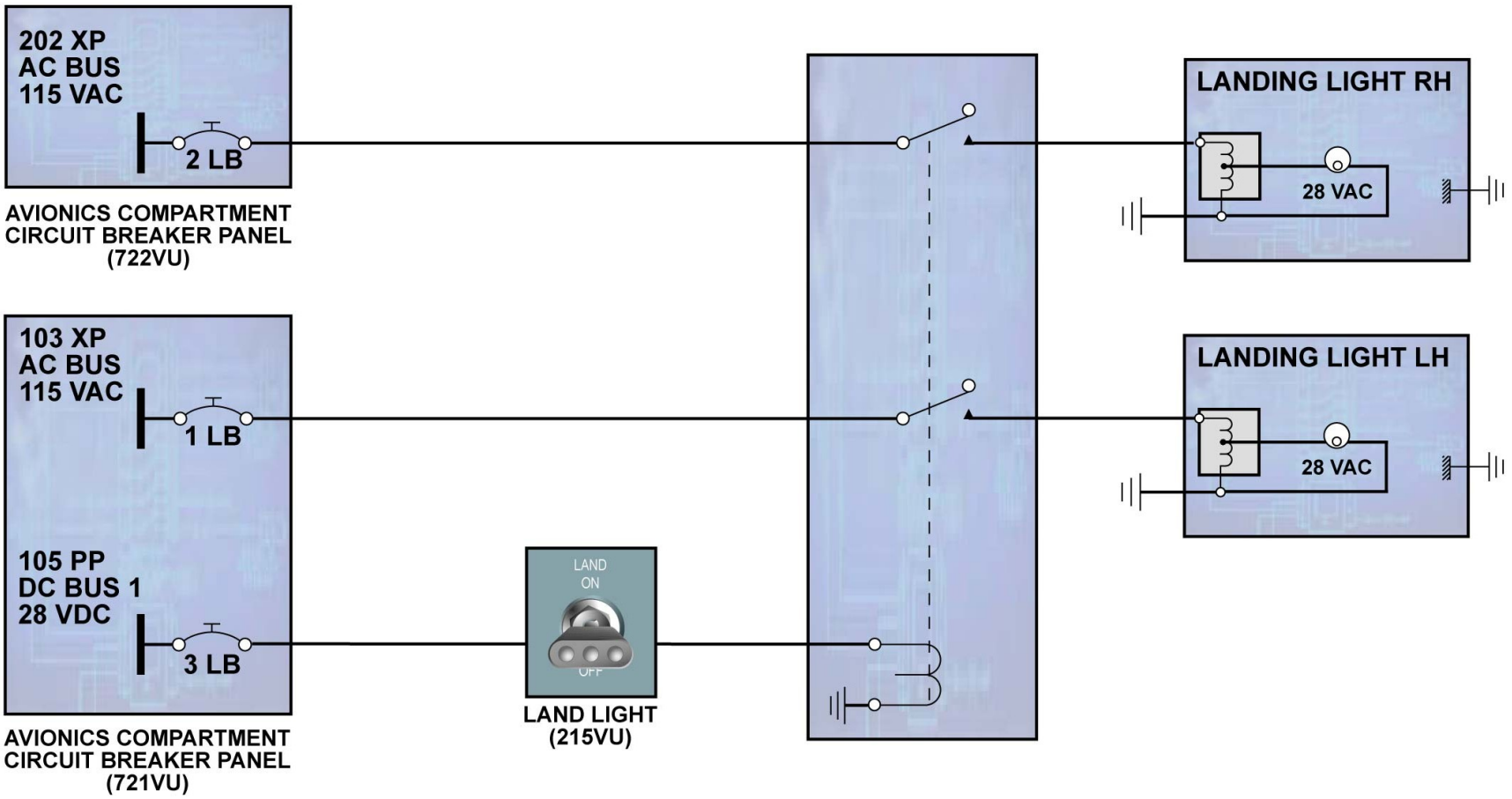
G94093341 - GAUT0T0 - FM33D3F33AT0102

EXTERIOR LIGHTS D/O (3)

LANDING LIGHTS

Each landing light contains a halogen sealed-beam lamp (600w), with an integrated step-down transformer.

G9409341 - GAUT0T0 - FM33D3F33AT0102



LANDING LIGHTS

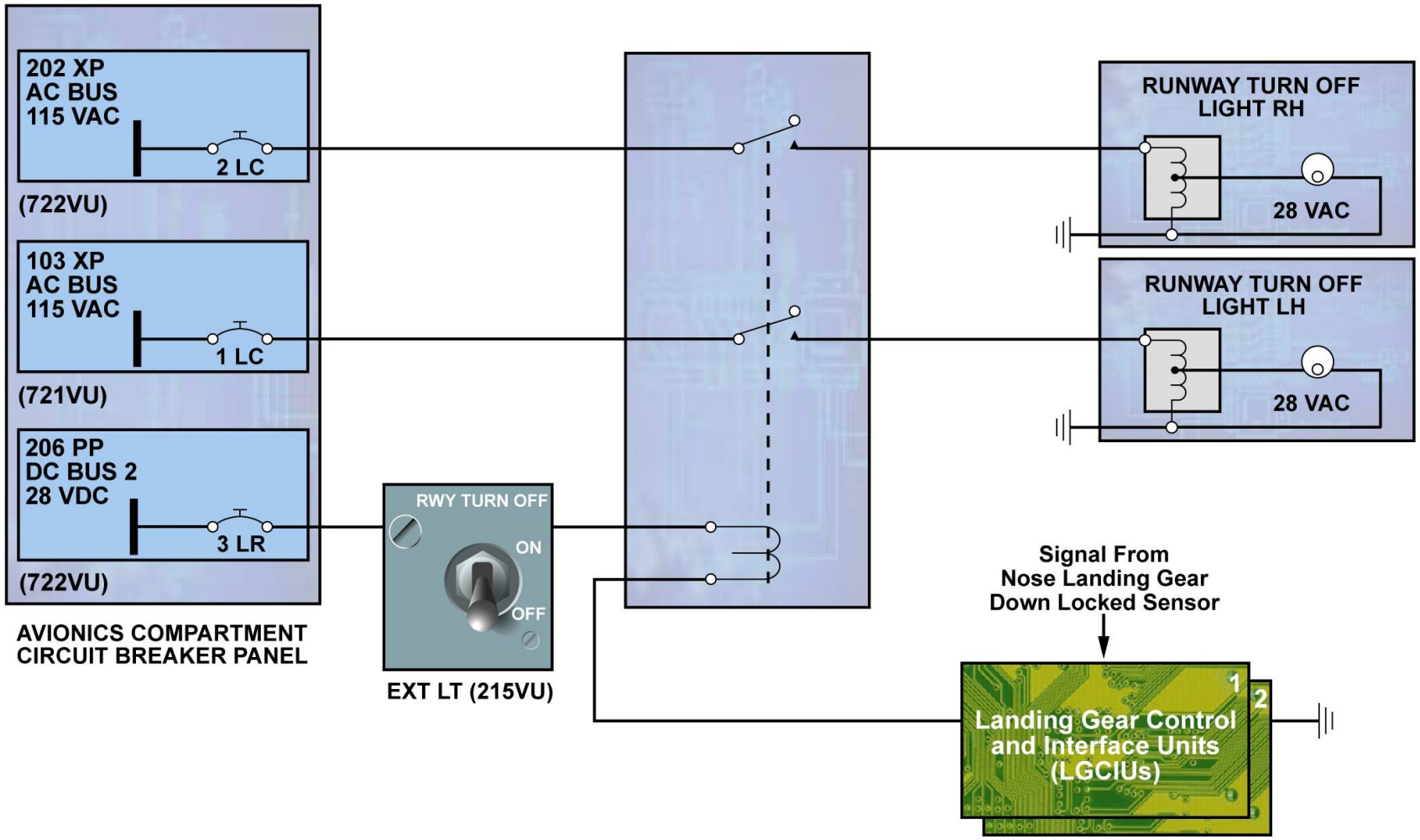
G94093341 - GAUT0T0 - FM33D3F33AT0102

EXTERIOR LIGHTS D/O (3)

RUNWAY TURN OFF LIGHTS

Each runway turn off light unit has a light-alloy housing, which contains a sealed-beam lamp unit with a 150w single filament lamp, associated to their step-down transformer. The light unit has an angle of 45 degrees to the A/C centerline. When the L/G is extended and down locked, Landing Gear Control and Interface Units (LGCIUs) 1 and 2 provide a ground signal to the relay.

G9409341 - GAUT0T0 - FM33D3F33AT0102



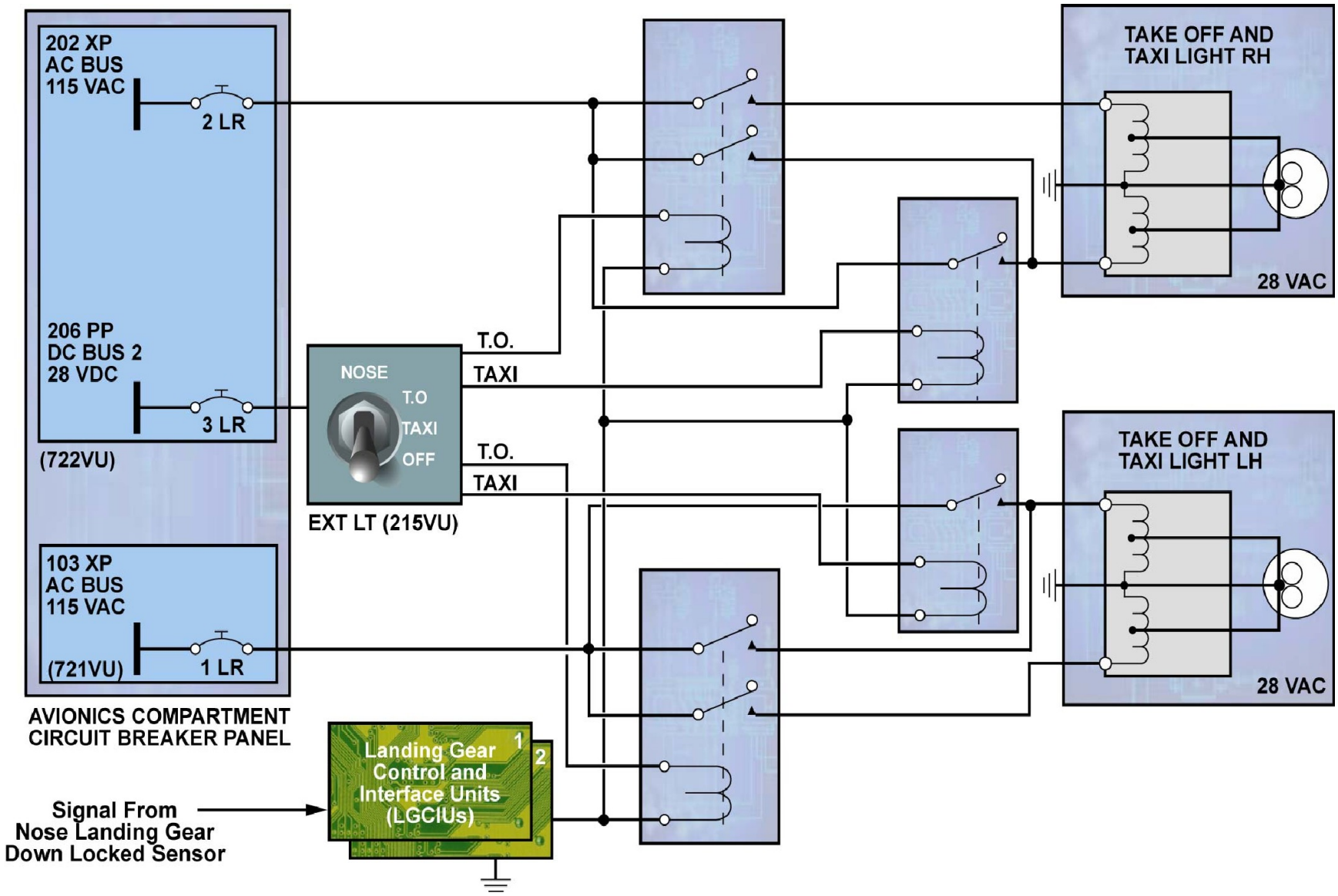
RUNWAY TURN OFF LIGHTS

EXTERIOR LIGHTS D/O (3)

TAXI AND TAKE OFF LIGHTS

The taxi and take off lights have two double-filament (400 and 600 Watt) sealed-beam lamps. There is one step-down transformer for each filament. They are controlled by the NOSE switch. In the OFF position, all lights are off, in the TAXI position, the 400 Watt filaments are energized and in the TO position, all filaments are powered. When the L/G is extended and down locked, LGCIUs 1 and 2 provide a ground signal to the relays.

G9409341 - GAUT0T0 - FM33D3F33AT0102



TAXI AND TAKE OFF LIGHTS

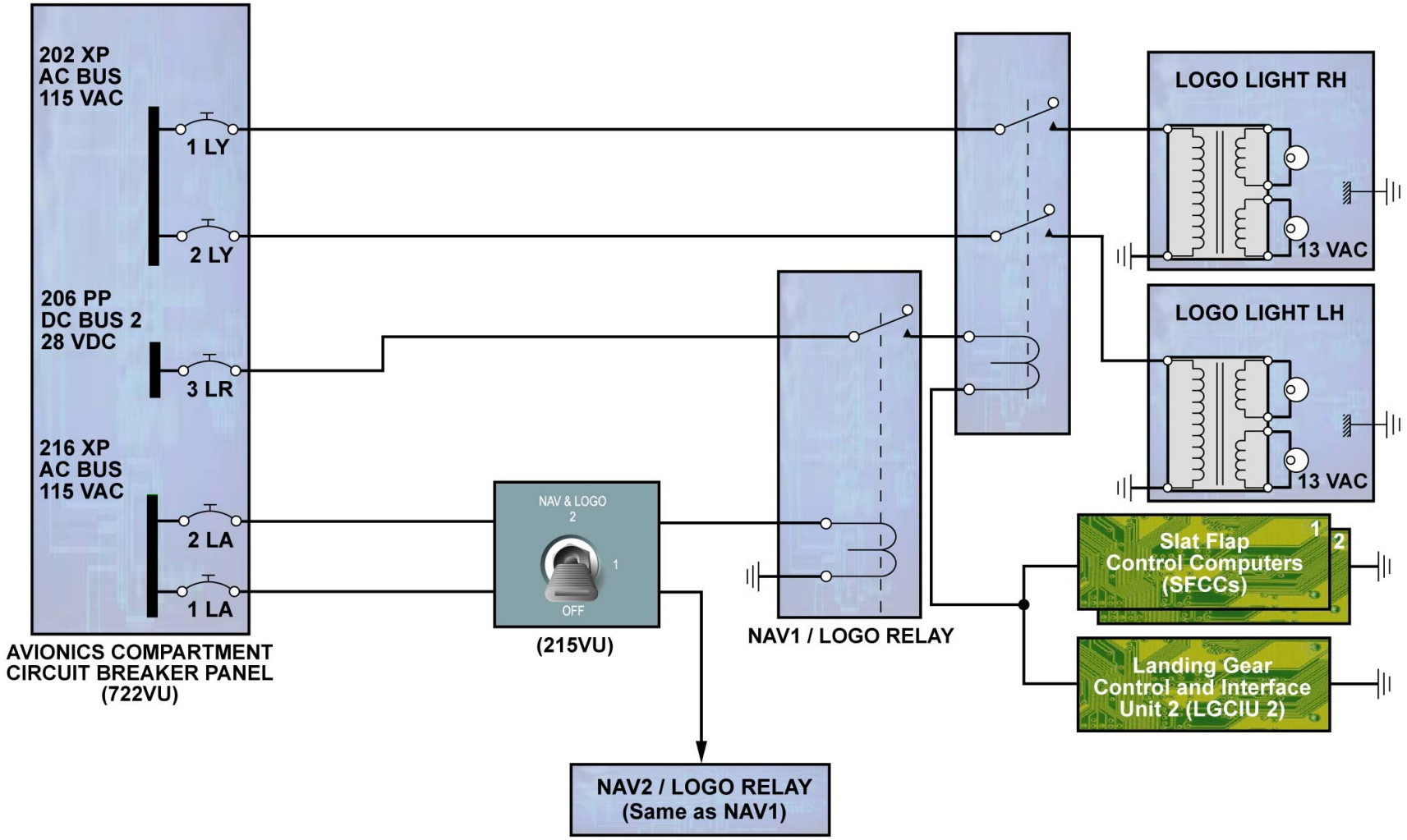
G94093341 - GAUT0T0 - FM33D3F33AT0102

EXTERIOR LIGHTS D/O (3)

LOGO LIGHTS

Each LOGO light consists of a housing, which contains the lamp assembly and an autotransformer. The LOGO lights come on automatically, when the NAV & LOGO switch is in position 1 or 2 during these phases:
- taxiing,
- take-off,
- landing.

Slat Flap Control Computers (SFCCs) 1 and 2 provide a ground signal when the flaps are lowered to 15 degrees or more.
LGCIU 2 provides a ground signal when the L/G struts are compressed.



LOGO LIGHTS

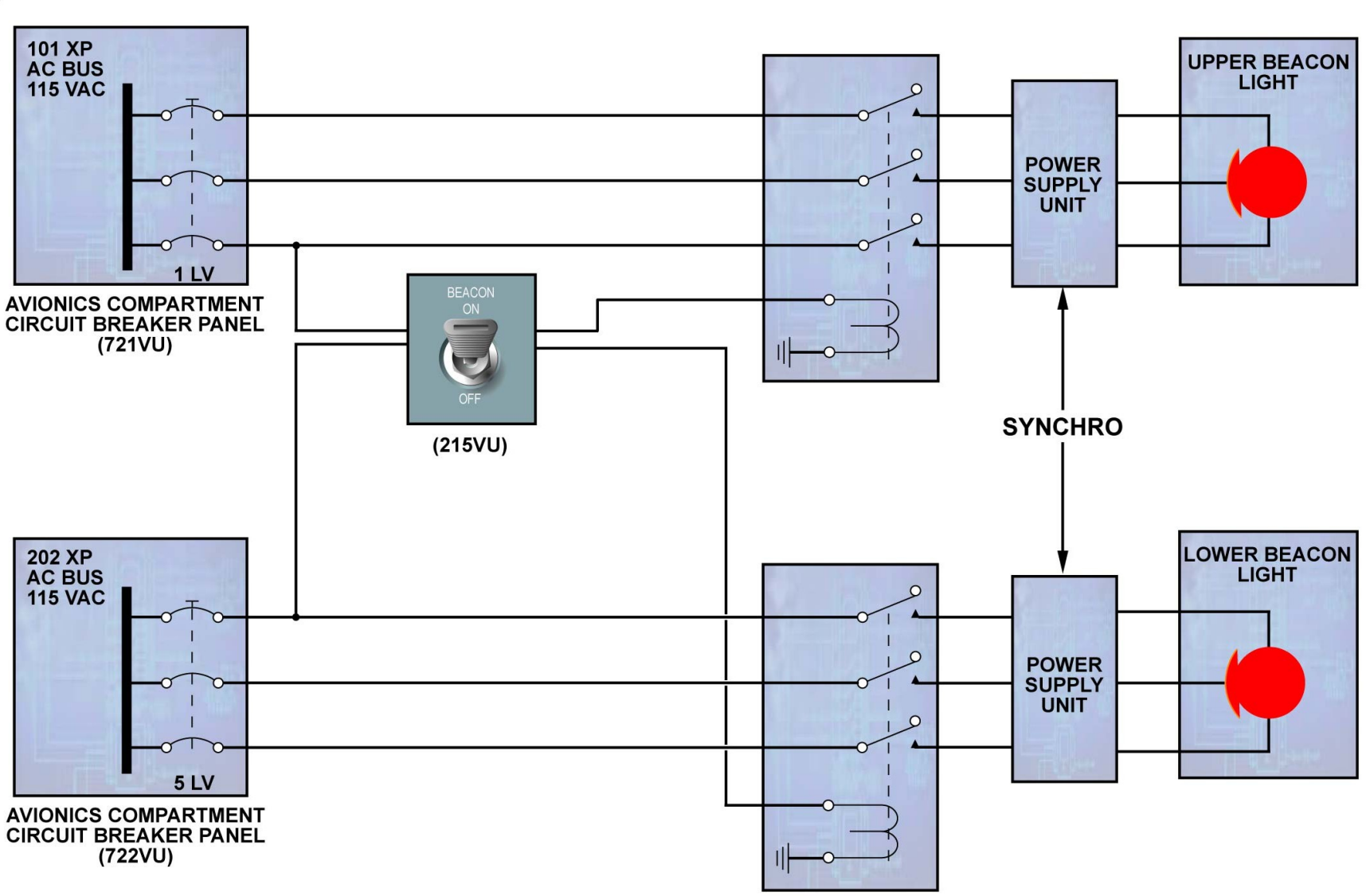
G94093341 - GAUT0T0 - FM33D3F33AT0102

EXTERIOR LIGHTS D/O (3)

BEACON LIGHTS

The anti-collision light system consists of two beacon lights, which are xenon flash tubes, manually switched on and off from the BEACON ON/OFF switch in the cockpit. They are controlled through their related power units. The beacon lights provide a high intensity red flashing light at a rate of 60 +/- 10 flashes per minute. Both lights give 360 degrees of horizontal and 75 degrees of vertical diffusion.

G9409341 - GAUT0T0 - FM33D3F33AT0102



BEACON LIGHTS

G9409341 - GAUT0T0 - FM33D3F33AT0102

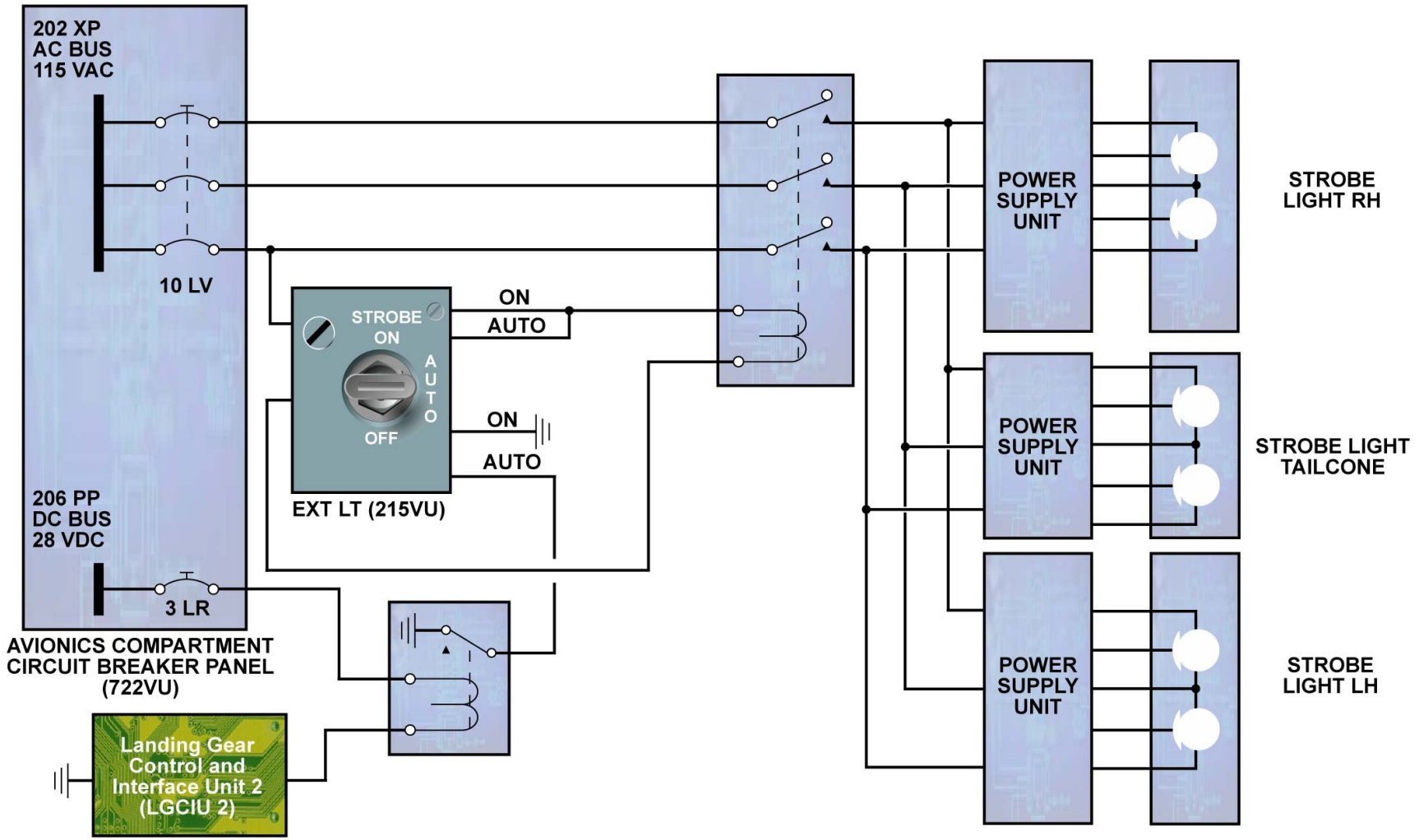
EXTERIOR LIGHTS D/O (3)

STROBE LIGHTS

The strobe lights consist of three strobe modes (wings, tail cone), which are xenon flash tubes. The strobe lights are switched on and off from the STROBE ON/AUTO/OFF switch in the cockpit:
- ON: Strobe lights flash white.
- AUTO: Strobe Lights are automatically switched on when the shock absorber is not compressed,
- OFF: All lights go off.

They are controlled through their related power supply units. A ground signal from LGCIU 2 is sent to the relay when the MLG struts are compressed. The two flash tubes per wing produce 120 +/- flashes per minute, in the FWD facing strobe light (120-degree horizontal and 150-degree vertical diffusion), and the flash tube in the tail cone produces 60 +/- flashes per minute in the rearward direction (140-degree horizontal and 150-degree vertical diffusion).

NOTE: Note: the power supply unit for the tail cone strobe light is located on the rear wall of the THS compartment.



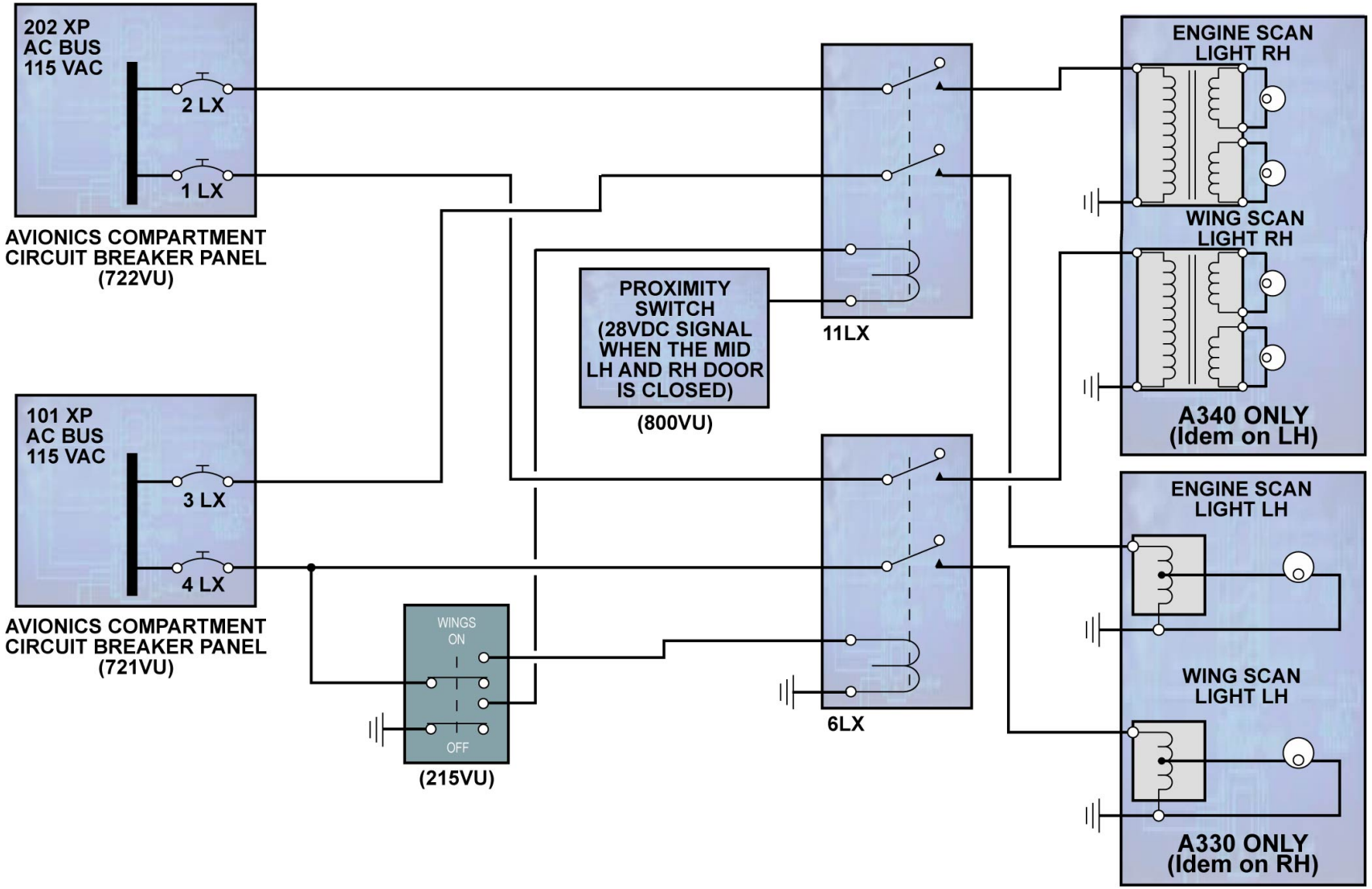
STROBE LIGHTS

G94093341 - GAUT0T0 - FM33D3F33AT0102

EXTERIOR LIGHTS D/O (3)

WING AND ENGINE SCAN LIGHTS

The wing and engine scan lights can be switched ON, on ground for maintenance purposes, for a maximum of two hours of continuous operation. When the RH or LH mid passenger doors is open, the corresponding engine scan lights do not operate to avoid door contact with the light hot beam. This is performed by the door proximity switch.



WING AND ENGINE SCAN LIGHTS

G94093341 - GAUT0T0 - FM33D3F33AT0102

EMERGENCY LIGHTS D/O

GENERAL

The cabin emergency light system is made of:
- the Emergency Power Supply Units (EPSUs),
- the ceiling emergency lights,
- the exits marking signs,
- the exits location signs,
- a Floor Proximity Emergency Escape Path Marking System (FPEEPMS),
- integrated lights in each door escape slide,
- the overwing emergency-exit lights on the A340-600 only,
- the emergency lights in the Flight Crew Rest Compartment (FCRC) and in the Bulk Crew Rest Compartment (BCRC) if installed.
- The Photo luminescent floor proximity Escape Path Marking System can be install (Option)

SYSTEM DESCRIPTION

EPSU

The EPSUs control and monitor the emergency lighting system. They are installed in the ceiling of the passenger compartment. To operate the different emergency lights during usual conditions, each EPSU converts 28V DC to 6V DC and 6V DC to 115V AC. If power from the DC essential busbar is not available, the battery pack, installed in each EPSU, gives power to all the emergency lights. The batteries give sufficient power to the lights for a minimum of 10 minutes.

CEILING EMERGENCY LIGHTS

The ceiling emergency lights are installed to give sufficient lighting in an emergency condition. The lights are installed in the ceiling panels of the aisles, cross-aisles and exit areas. The lights are supplied from the converters or the battery packs of the EPSUs.

NOTE: The ceiling emergency lights are Light Emitting Diodes (LEDs), called Ceiling LED Lights (CELLI), and can also be used as night lights on the A340-500 and A340-600 aircraft.

EXITS SIGNS

T here are two different types of overhead exit sign installed in the cabin:
- exit marking signs,
- exit location signs.

The exit marking signs, installed above each passenger/crew door, indicate the position of the exits. The exit location signs installed in the aisles indicate the position of the exit areas.

NOTE: The exit marking signs and exit location signs are LEDs, called Dome LED Lights (DOLLI). They are automatically switched to ON in case of an excessive cabin depressurization.

FPEEPMS

In an emergency condition it is possible that the overhead emergency lights are not sufficient. This is when smoke enters the cabin. In order to give sufficient lighting of the aisle, cross-aisles and exits in floor level height, a Floor Proximity Emergency Escape Path Marking System (FPEEPMS) is installed in the cabin. It is electrically integrated in the emergency lighting system. The FPEEPMS is different according to the A/C configuration.
Optionally, a Photo-luminescent floor proximity Escape Path Marking System can be install. The photo-luminescent stripes are charged by incident light provided by the normal passenger cabin lighting, including sunlight. When the cabin darkens, the photo-luminescent stripes "discharge" the stored energy in the form of a luminescent glow.

EMERGENCY ESCAPE SLIDE LIGHTS

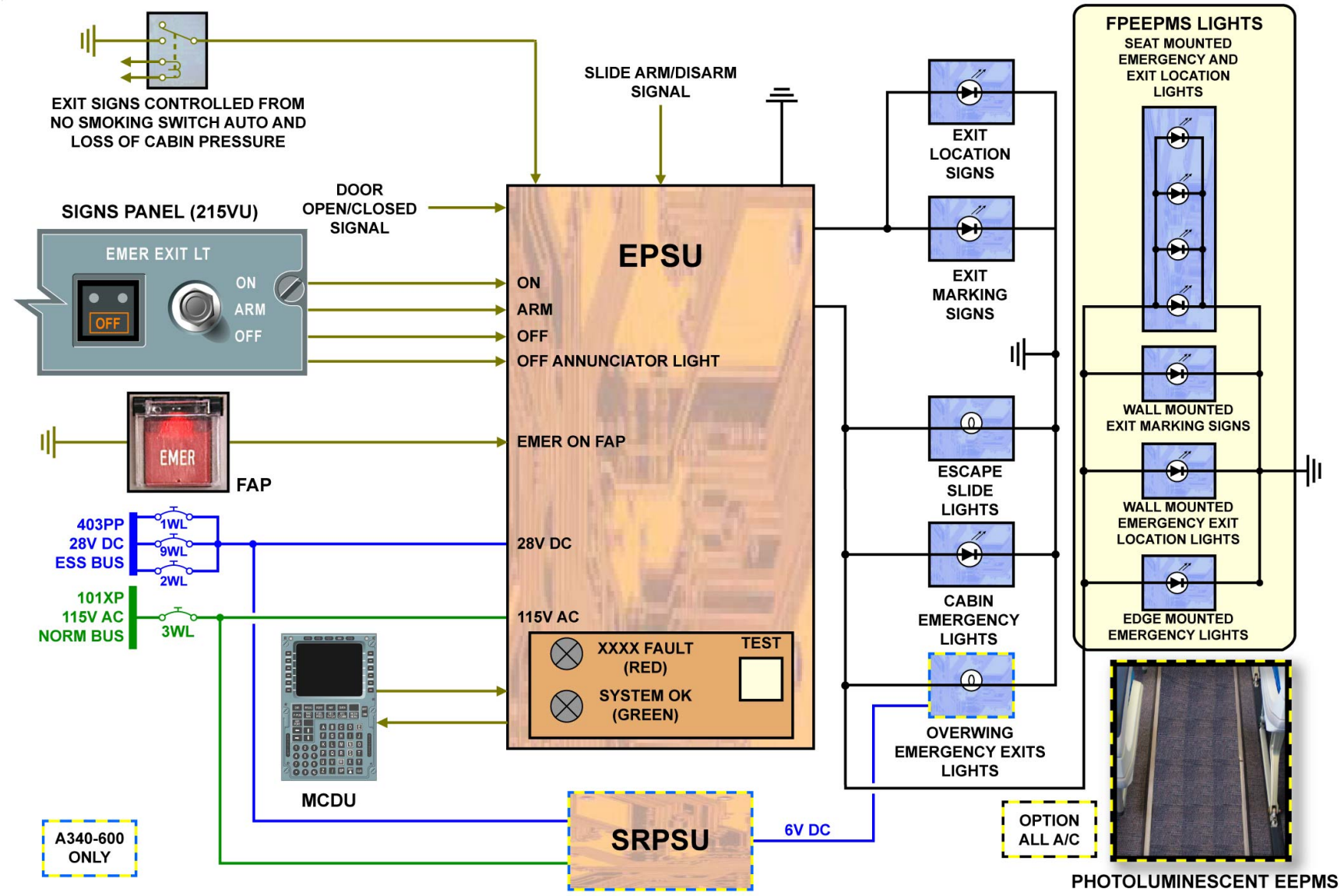
The emergency lights, which are integrated in the escape slides of the passenger/crew doors, are turned on automatically when the escape slides are deployed.
For the A340-600, the offwing escape-slide system is installed at the overwing emergency-exits, and is electrically operated. Deployment of the escape-slide is automatic when the door is opened with the escape-slide control handle set in the ARMED position. The battery bus bar supplies 28V DC power to operate the electrical escape-slide release system via the Slide-Release Power-Supply Unit (SRPSU).

NOTE: The SRPSU and its related slide are only installed on the A340-600.

TEST

Two tests of the cabin emergency lighting system must be carried out from the MCDU through the Cabin Intercommunication Data System (CIDS):
- the system test,
- the BATtery CAPacity test.

The system test checks the condition of the EPSUs electronic circuits and the interior and exterior electrical loads of the cabin emergency-lighting system. The BAT CAP test checks and shows the battery capacity condition of each of the EPSUs batteries. An individual test on each EPSU must be carried out if the CIDS fails. A test switch is installed on the top of each EPSU.
A load programming procedure is automatically done when a new EPSU battery is installed or when a new EPSU is installed. This procedure, also called "TEACH IN", is necessary to measure and keep the load values of the related EPSU. These load values are used as reference values during the system test. Therefore it is necessary to examine that all connected emergency lights of the related EPSU operate.



GENERAL ... TEST

G9409341 - GAUT0T0 - FM33D4000000001

This Page Intentionally Left Blank

G9409341 - GAUT0T0 - FM33D4000000001

EMERGENCY LIGHTS D/O

SYSTEM OPERATION

The cabin emergency light system is active in case of partial or total electrical failure. The EPSUs supply all the emergency lights, either by the internal transformer or by the integrated battery pack. The following table gives the different system configuration in case of electrical power supply failure.

G9409341 - GAUT0T0 - FM33D4000000001

SYSTEM FUNCTIONAL TABLE							
POWER SUPPLY			POSITION OF SWITCH		STATUS OF LIGHT		
PARTIAL LOSS OF NORM 115V AC (101XP-B)	TOTAL LOSS OF NORM 115V AC	LOSS OF 28V DC (403PP)	OFF/ARM/ON (COCKPIT)	EMER (CABIN)	EMER CLG LTS	EXIT SIGNS (OVHD)	FPEEPMS
YES/NO	YES/NO	YES/NO	OFF	OFF	OFF	OFF	OFF
YES	NO	NO	ARM	OFF	ON	OFF	OFF
YES	YES	NO	ARM	ON/OFF	ON	ON	ON
YES	YES	YES	ARM	ON/OFF	ON	ON	ON
YES/NO	YES/NO	NO	ON	ON/OFF	ON	ON	ON
YES/NO	YES/NO	YES	ON	ON/OFF	ON	ON	ON
YES/NO	YES/NO	NO	ON/OFF	ON	ON	ON	ON
YES/NO	YES/NO	YES	ON/OFF	ON	ON	ON	ON

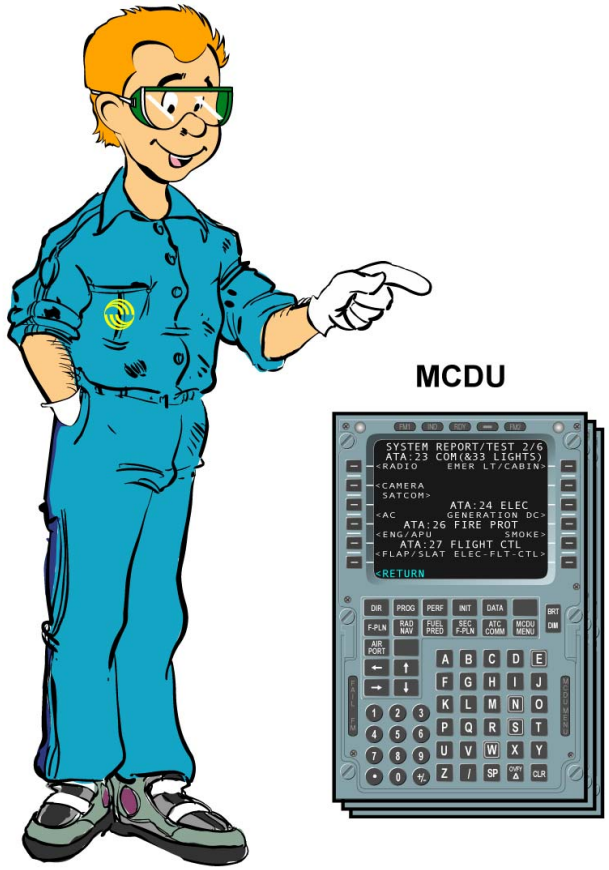
SYSTEM OPERATION

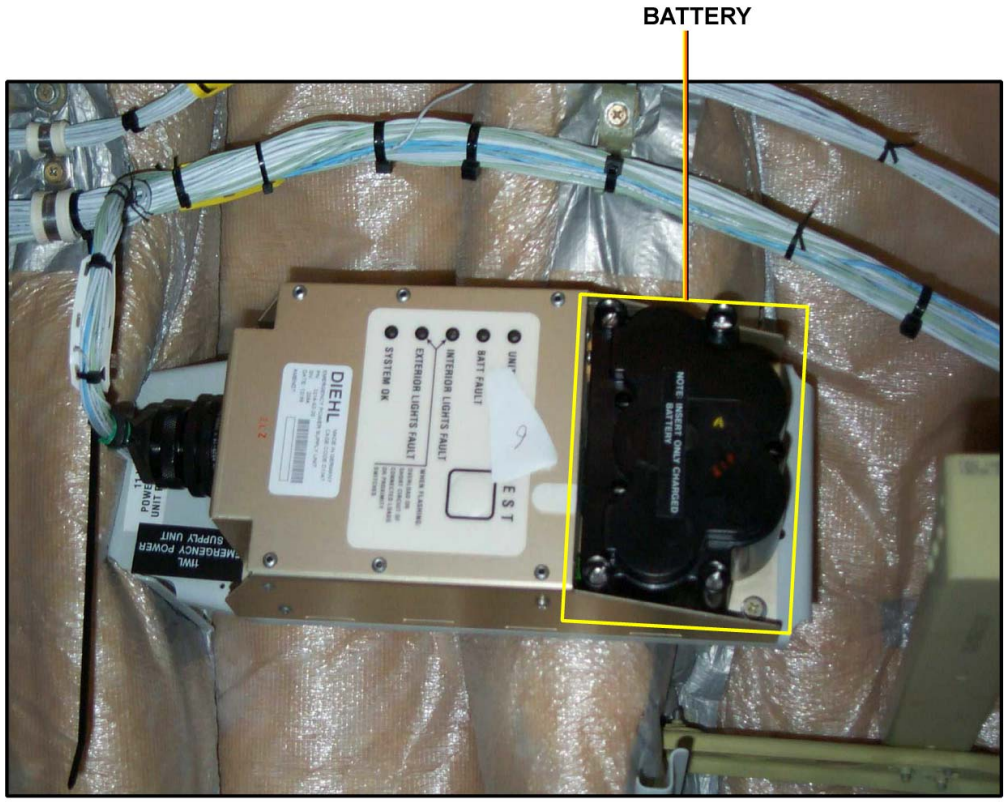
LIGHTS SYSTEM BASE MAINTENANCE (3)

INTRODUCTION

This module describes one line maintenance task. This task is performed to check the battery capacity via the MCDU.

G9409341 - GAUT0T0 - FM33Y2BASEMCE02





EMERGENCY POWER SUPPLY UNIT (EPSU)

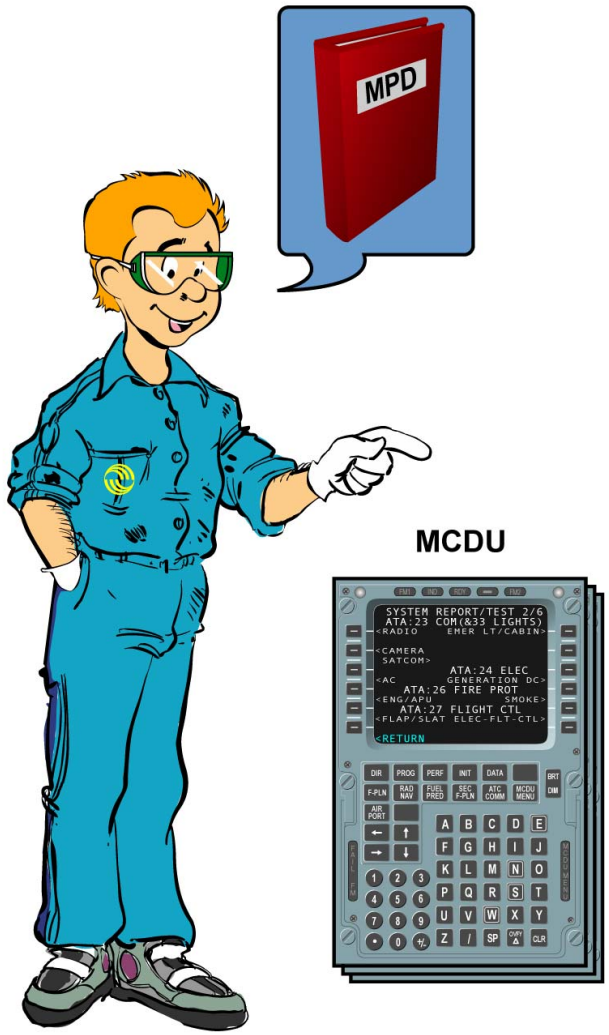
INTRODUCTION

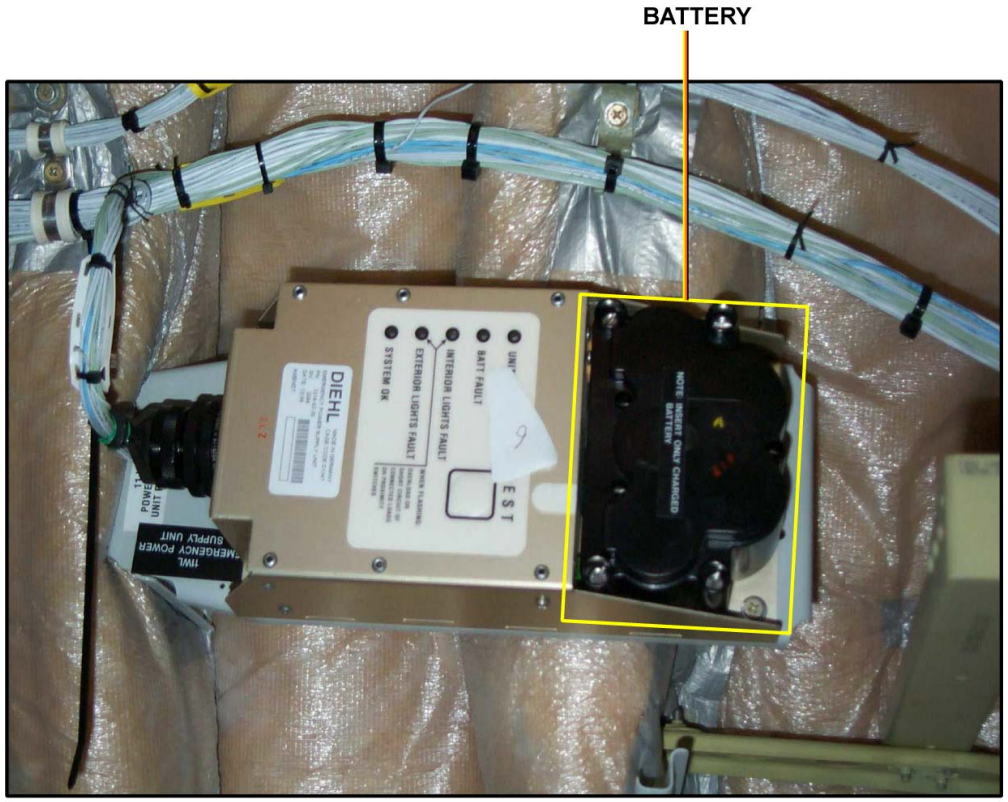
LIGHTS SYSTEM BASE MAINTENANCE (3)

ALTERNATIVE PROCEDURE TO EPSU BATTERY CAPACITY CHECK

The service information letter 33-033 provides an alternative to the EPSU battery capacity check via the MCDU. The operators may choose to replace the EPSU battery by fully charged ones in accordance with the Removable/Installation procedures from the AMM (MPD 335100-02-1). The removed EPSU batteries must go through a maintenance cycle and be stored in accordance with the vendor recommendations.

G9409341 - GAUT0T0 - FM33Y2BASEMCE02





EMERGENCY POWER SUPPLY UNIT (EPSU)

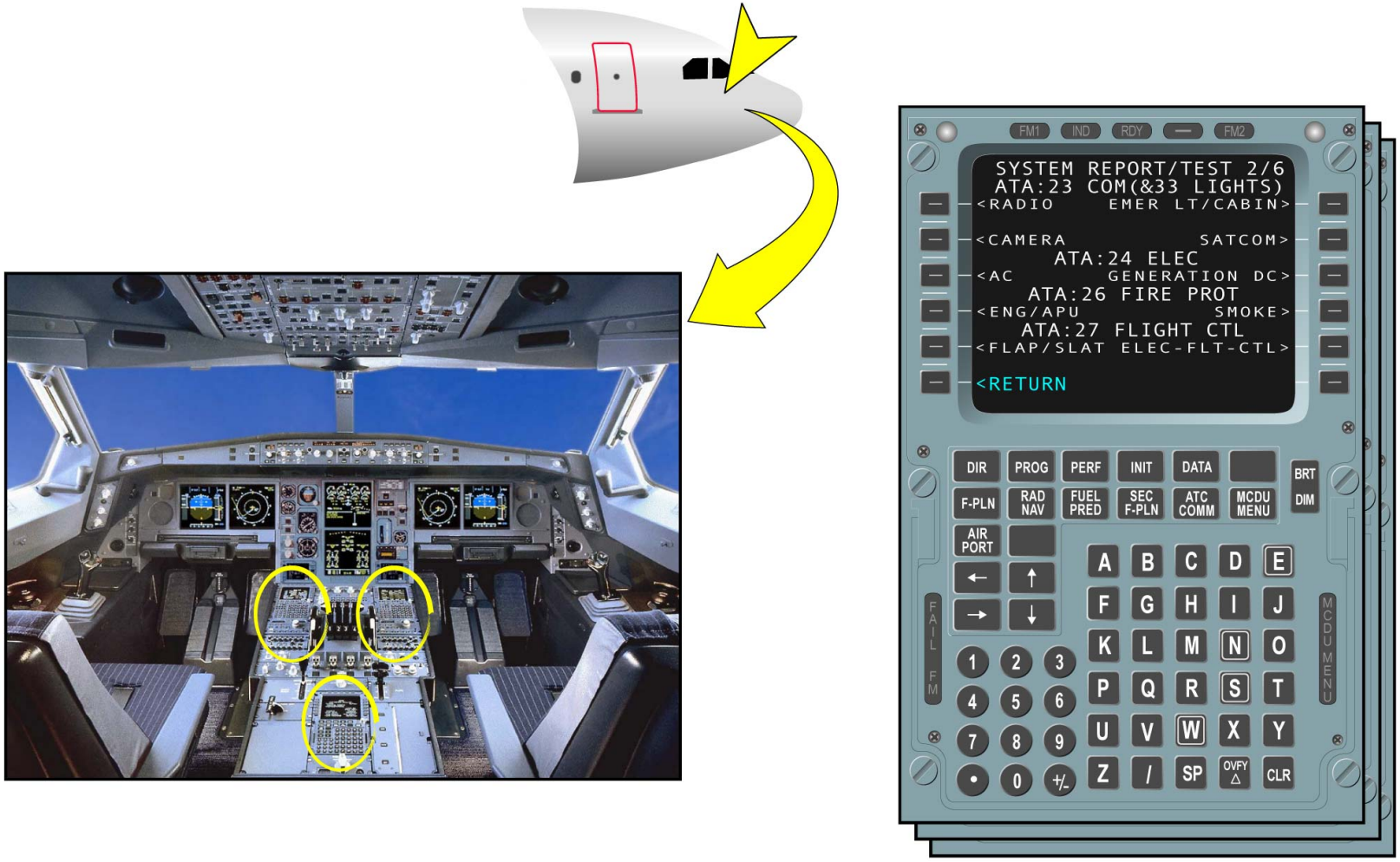
ALTERNATIVE PROCEDURE TO EPSU BATTERY CAPACITY CHECK

LIGHTS SYSTEM BASE MAINTENANCE (3)

BATTERY CAPACITY CHECK VIA THE MCDU

The aim of this procedure is to discharge and charge the batteries installed in the A/C via the MCDU menus.

G9409341 - GAUT0T0 - FM33Y2BASEMCE02



BATTERY CAPACITY CHECK VIA THE MCDU

LIGHTS SYSTEM BASE MAINTENANCE (3)

BATTERY CAPACITY CHECK VIA THE MCDU (continued)

CAUTION AND NOTES FOR THE PROCEDURE

CAUTION: The battery capacity test takes up to 3 HR. Make sure that the A/C power supply stays on during the entire test time. The batteries are discharged and charged during the test.

NOTE: In order to get the test result, the MCDU must stay in the menu page CIDS/EPSU/SRPSU BAT CAP TEST during the complete test. This is due to the fact that the test result cannot get through the menu page CIDS/EPSU/SRPSU BAT CAP TEST RESULT (CIDS fault).

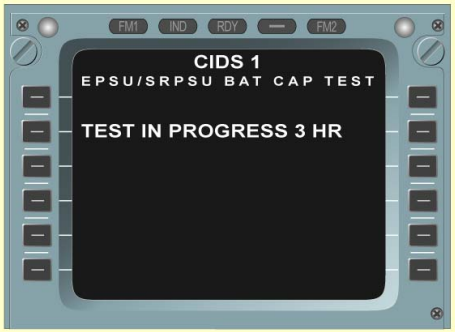
NOTE: If the battery capacity test is started during high environmental temperature conditions (>45°C.), the status message "BAT OVERTEMP - END OF TEST DELAYED" is shown on the MCDU, the test is delayed. If the temperature returns to a normal day profile, the test will continue. The message on the MCDU remains for information.

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

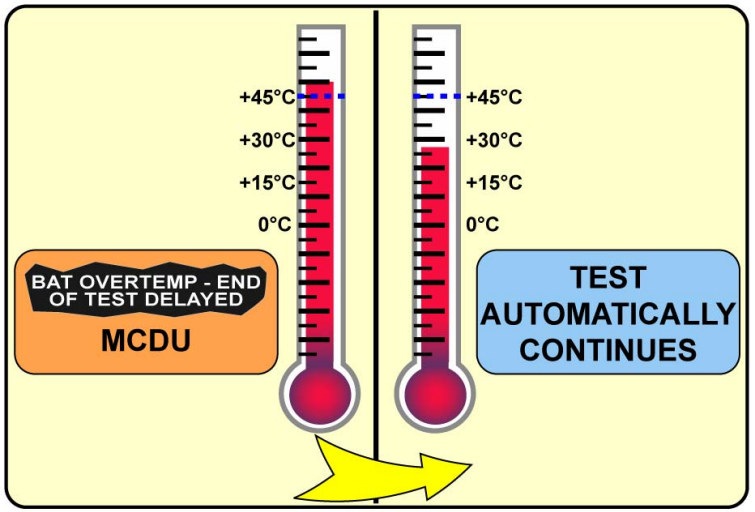
...
Job set-up
...
Caution and notes.
A/C maintenance configuration.
...
Procedure
...
Battery capacity check.
...
Close-up
...

IN ORDER TO GET THE TEST RESULT, THE MCDU MUST STAY IN THE MENU PAGE "CIDS/EPSU/SRPSU BAT CAP TEST" DURING THE COMPLETE TEST.



CAUTION

THE BATTERY CAPACITY TEST TAKES UP TO 3 HR. MAKE SURE THAT THE A/C POWER SUPPLY STAYS ON DURING THE ENTIRE TEST TIME. THE BATTERIES ARE DISCHARGED AND CHARGED DURING THE TEST.



BATTERY CAPACITY CHECK VIA THE MCDU - CAUTION AND NOTES FOR THE PROCEDURE

LIGHTS SYSTEM BASE MAINTENANCE (3)

BATTERY CAPACITY CHECK VIA THE MCDU (continued)

A/C MAINTENANCE CONFIGURATION

Make sure the A/C and the Cabin Intercommunication Data System (CIDS) are energized. In the cabin, on the Flight Attendant Panel (FAP), make sure the EMER P/BSW is released.
In the cockpit, make sure the EMER EXIT LT switch and the NO SMOKING switch are in the OFF position. Check that the EMER EXIT LT OFF indicator is illuminated and that the MCDU is on the SYSTEM REPORT/TEST item COM CABIN menu page.

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...

Job set-up

...

✓ **Caution and notes.**

⇨ **A/C maintenance configuration:**

✓ - A/C and CIDS energized,

- EMER P/BSW on FAP released,

⇨ - EMER EXIT LT switch & NO SMOKING switch in OFF position,

- EMER EXIT LT OFF indicator on,

- MCDU on SYSTEM REPORT/TEST item COM CABIN menu.

...

Procedure

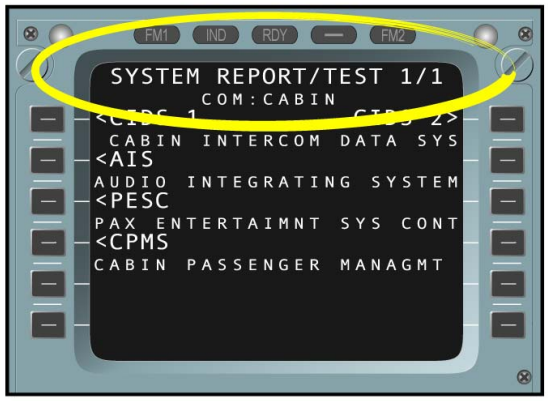
...

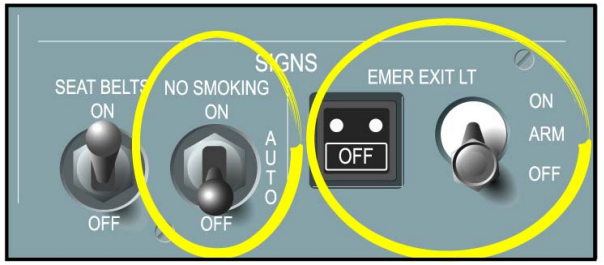
Battery capacity check.

...

Close-up

...





(215VU)

(925VU)
A/C ENERGIZED

FAP

BATTERY CAPACITY CHECK VIA THE MCDU - A/C MAINTENANCE CONFIGURATION

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

LIGHTS SYSTEM BASE MAINTENANCE (3)

BATTERY CAPACITY CHECK VIA THE MCDU (continued)

PROCEDURE VIA THE MCDU

Select the line key CIDS 1 to get access to the CIDS 1 menu page.
Select the line key EPSU/SRPSU BAT CAP TEST to open the EPSU/SRPSU BAT CAP TEST 1/2 menu page.
Select the down-arrow function key. The message IN PROGRESS 60S comes on, then the EPSU/SRPSU BAT CAP TEST 2/2 menu page comes on.
Enter the airline access code with the alphanumeric keys. Now you can select the line key START TEST.
Select the line key START TEST in order to display the test launch screen.
Confirm the start of the test with the appropriate line select key. The message TEST IN PROGRESS 3 HR appears.
Put a warning notice at the MCDU to prevent persons from using the MCDU during the test. When the test is completed, the message TEST OK appears on the screen.
Remove the warning notice. Push the line select key RETURN until the MCDU MENU page comes on.
Put the A/C in initial conditions.

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...

Job set-up

...

Caution and notes.

A/C maintenance configuration:

...

Procedure

...

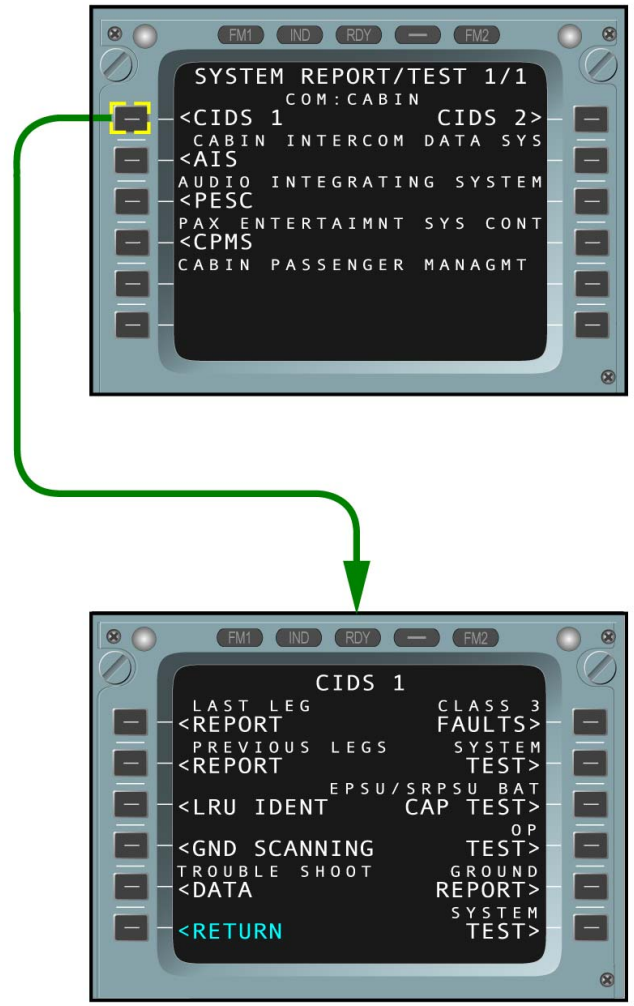
Battery capacity check:

ACTION	RESULT
In the cockpit on the MCDU:	In the cockpit on the MCDU:
- push the line select key CIDS 1.	- the CIDS 1 menu page comes on.
- Push the line select key EPSU/SRPSU BAT CAP TEST.	-The EPSU/SRPSU BAT CAP TEST 1/2 menu page comes on.
- Push the down-arrow function key.	- The message IN PROGRESS 60S comes on, then the EPSU BAT CAP TEST 2/2 menu page comes on.
- With alphanumerics keys, enter the four digits airline access code.	- In the scratchpad the user-access code XXXX appears. - The < prompt in front of the message START TEST comes on.
- Push the line select key START TEST.	- The message CONFIRM START OF TEST comes on.
...	

...

Close-up

...



BATTERY CAPACITY CHECK VIA THE MCDU - PROCEDURE VIA THE MCDU

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...

Job set-up

...

Caution and notes.

A/C maintenance configuration:

...

Procedure

...

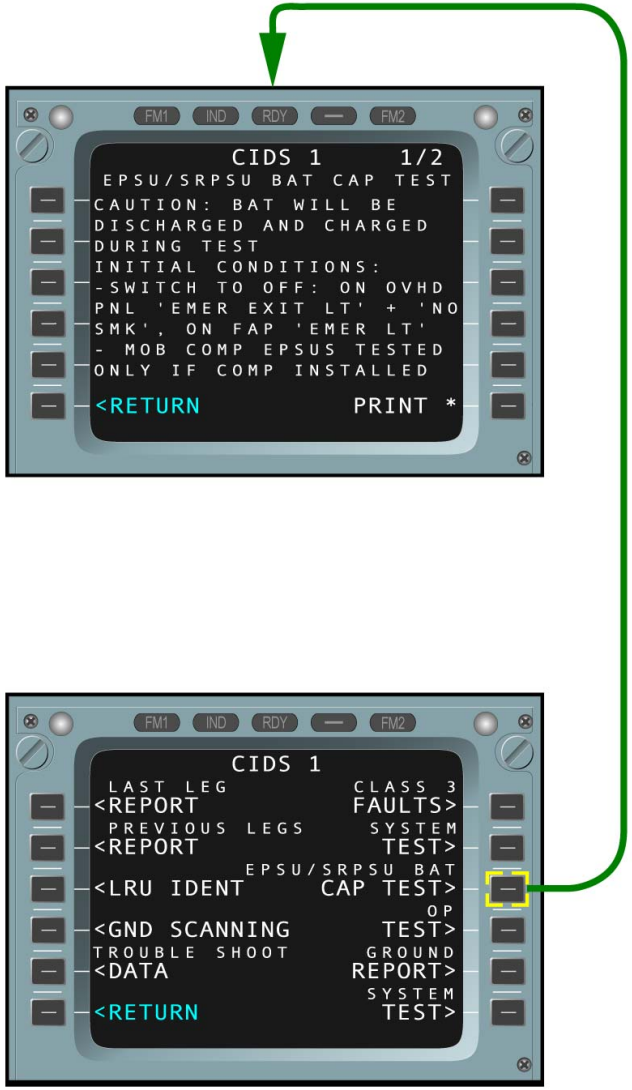
Battery capacity check:

ACTION	RESULT
In the cockpit on the MCDU:	In the cockpit on the MCDU:
- push the line select key CIDS 1.	- the CIDS 1 menu page comes on.
- Push the line select key EPSU/SRPSU BAT CAP TEST.	-The EPSU/SRPSU BAT CAP TEST 1/2 menu page comes on.
- Push the down-arrow function key.	- The message IN PROGRESS 60S comes on, then the EPSU BAT CAP TEST 2/2 menu page comes on.
- With alphanumerics keys, enter the four digits airline access code.	- In the scratchpad the user-access code XXXX appears. - The < prompt in front of the message START TEST comes on.
- Push the line select key START TEST.	- The message CONFIRM START OF TEST comes on.
...	

...

Close-up

...



BATTERY CAPACITY CHECK VIA THE MCDU - PROCEDURE VIA THE MCDU

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...

✓ **Job set-up**

...

✓ **Caution and notes.**

✓ **A/C maintenance configuration:**

...

Procedure

...

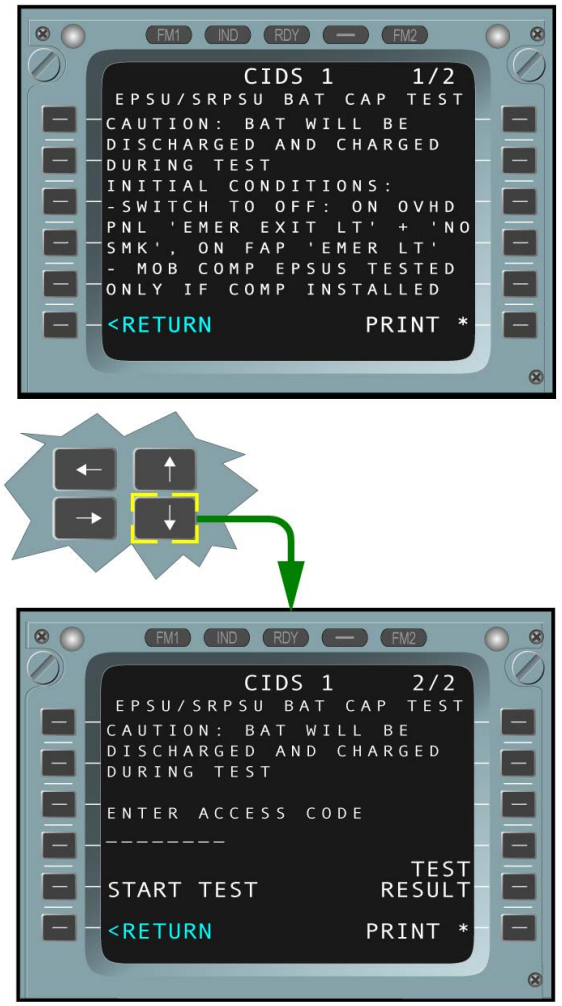
⇨ **Battery capacity check:**

ACTION	RESULT
In the cockpit on the MCDU:	In the cockpit on the MCDU:
✓ - push the line select key CIDS 1.	- the CIDS 1 menu page comes on.
✓ - Push the line select key EPSU/SRPSU BAT CAP TEST.	-The EPSU/SRPSU BAT CAP TEST 1/2 menu page comes on.
⇨ - Push the down-arrow function key.	- The message IN PROGRESS 60S comes on, then the EPSU BAT CAP TEST 2/2 menu page comes on.
- With alphanumerics keys, enter the four digits airline access code.	- In the scratchpad the user-access code XXXX appears. - The < prompt in front of the message START TEST comes on.
- Push the line select key START TEST.	- The message CONFIRM START OF TEST comes on.
...	

...

Close-up

...



BATTERY CAPACITY CHECK VIA THE MCDU - PROCEDURE VIA THE MCDU

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...

✓ **Job set-up**

...

✓ **Caution and notes.**

✓ **A/C maintenance configuration:**

...

Procedure

...

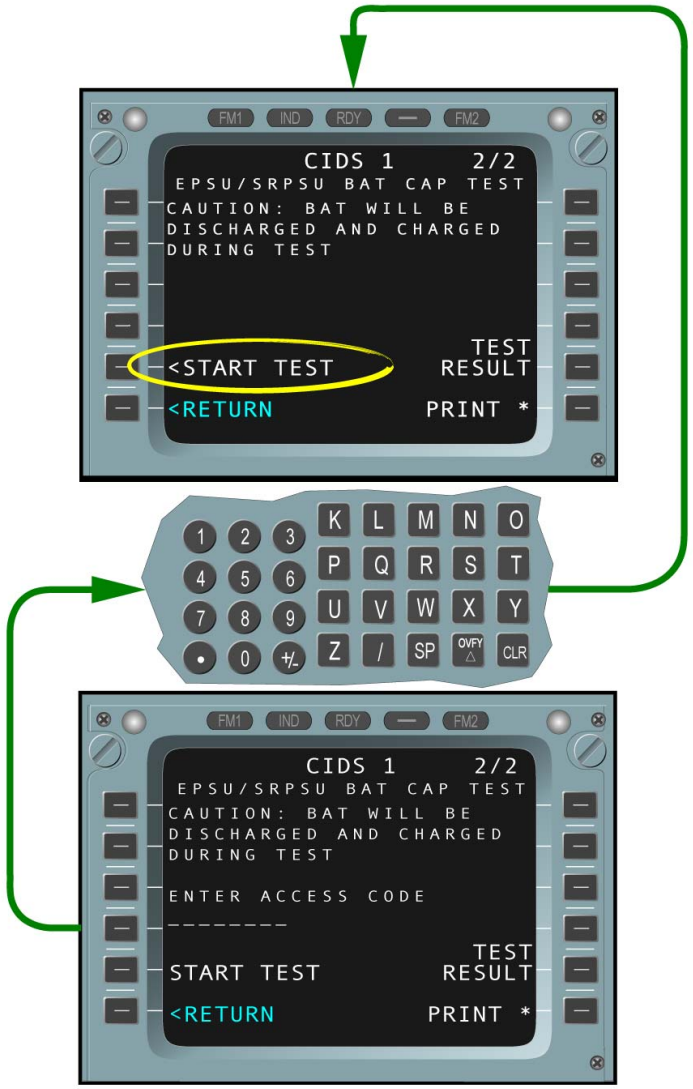
⇨ **Battery capacity check:**

ACTION	RESULT
In the cockpit on the MCDU:	In the cockpit on the MCDU:
✓ - push the line select key CIDS 1.	- the CIDS 1 menu page comes on.
✓ - Push the line select key EPSU/SRPSU BAT CAP TEST.	-The EPSU/SRPSU BAT CAP TEST 1/2 menu page comes on.
✓ - Push the down-arrow function key.	- The message IN PROGRESS 60S comes on, then the EPSU BAT CAP TEST 2/2 menu page comes on.
⇨ - With alphanumerics keys, enter the four digits airline access code.	- In the scratchpad the user-access code XXXX appears. - The < prompt in front of the message START TEST comes on.
- Push the line select key START TEST.	- The message CONFIRM START OF TEST comes on.
...	

...

Close-up

...



BATTERY CAPACITY CHECK VIA THE MCDU - PROCEDURE VIA THE MCDU

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...

Job set-up

...

Caution and notes.

A/C maintenance configuration:

...

Procedure

...

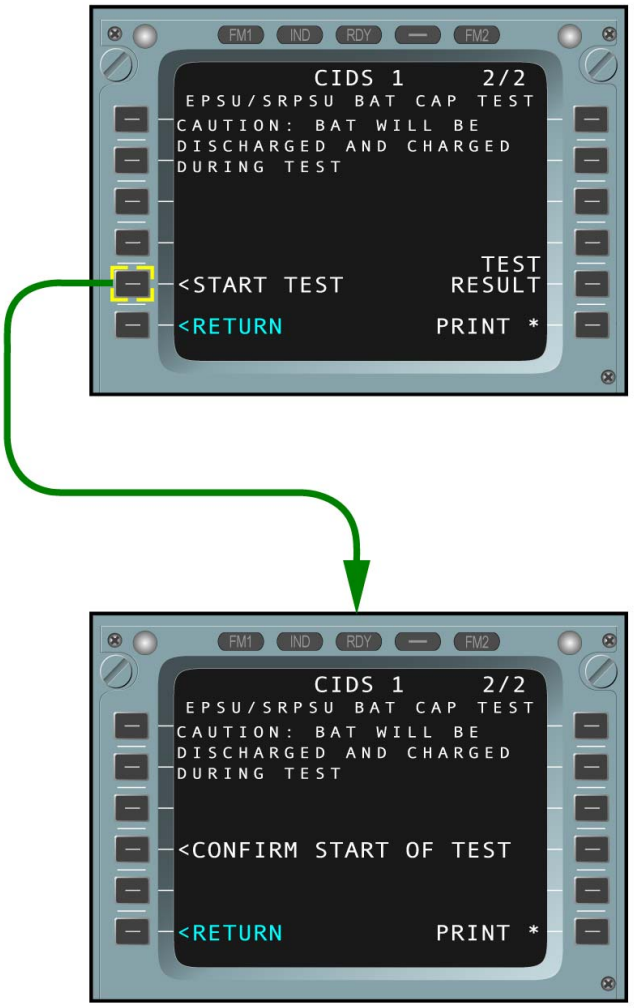
Battery capacity check:

ACTION	RESULT
In the cockpit on the MCDU:	In the cockpit on the MCDU:
- push the line select key CIDS 1.	- the CIDS 1 menu page comes on.
- Push the line select key EPSU/SRPSU BAT CAP TEST.	-The EPSU/SRPSU BAT CAP TEST 1/2 menu page comes on.
- Push the down-arrow function key.	- The message IN PROGRESS 60S comes on, then the EPSU BAT CAP TEST 2/2 menu page comes on.
- With alphanumerics keys, enter the four digits airline access code.	- In the scratchpad the user-access code XXXX appears. - The < prompt in front of the message START TEST comes on.
- Push the line select key START TEST.	- The message CONFIRM START OF TEST comes on.
...	

...

Close-up

...



BATTERY CAPACITY CHECK VIA THE MCDU - PROCEDURE VIA THE MCDU

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...
Job set-up
...

Caution and notes.

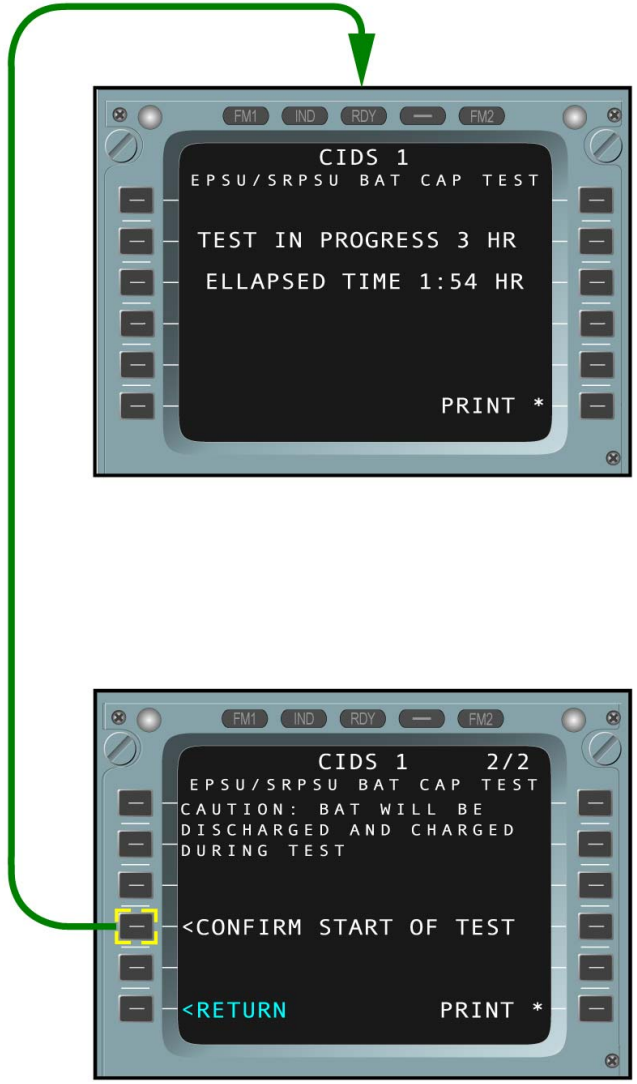
A/C maintenance configuration:

...
Procedure
...

Battery capacity check:

ACTION	RESULT
...	
- Push the line select key CONFIRM START OF TEST.	- The message TEST IN PROGRESS 3 HR comes on.
- Put a warning notice at the MCDU to prevent persons from using the MCDU.	
	- As soon as the test is completed, the message TEST OK appears.
- Remove the warning notice.	
- Push the line select key RETURN, until the MCDU MENU menu page comes on.	

...
Close-up
...



BATTERY CAPACITY CHECK VIA THE MCDU - PROCEDURE VIA THE MCDU

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...
Job set-up
...

Caution and notes.

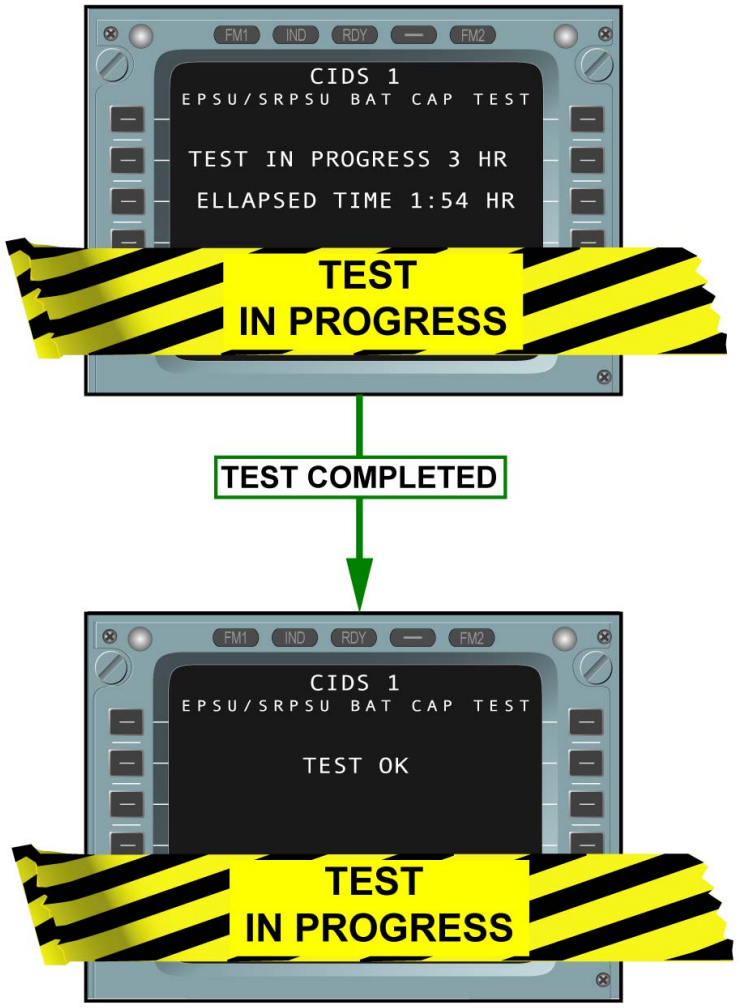
A/C maintenance configuration:

...
Procedure
...

Battery capacity check:

ACTION	RESULT
...	
- Push the line select key CONFIRM START OF TEST.	- The message TEST IN PROGRESS 3 HR comes on.
- Put a warning notice at the MCDU to prevent persons from using the MCDU.	- As soon as the test is completed, the message TEST OK appears.
- Remove the warning notice. - Push the line select key RETURN, until the MCDU MENU menu page comes on.	

...
Close-up
...



BATTERY CAPACITY CHECK VIA THE MCDU - PROCEDURE VIA THE MCDU

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...

Job set-up

...

Caution and notes.

A/C maintenance configuration:

...

Procedure

...

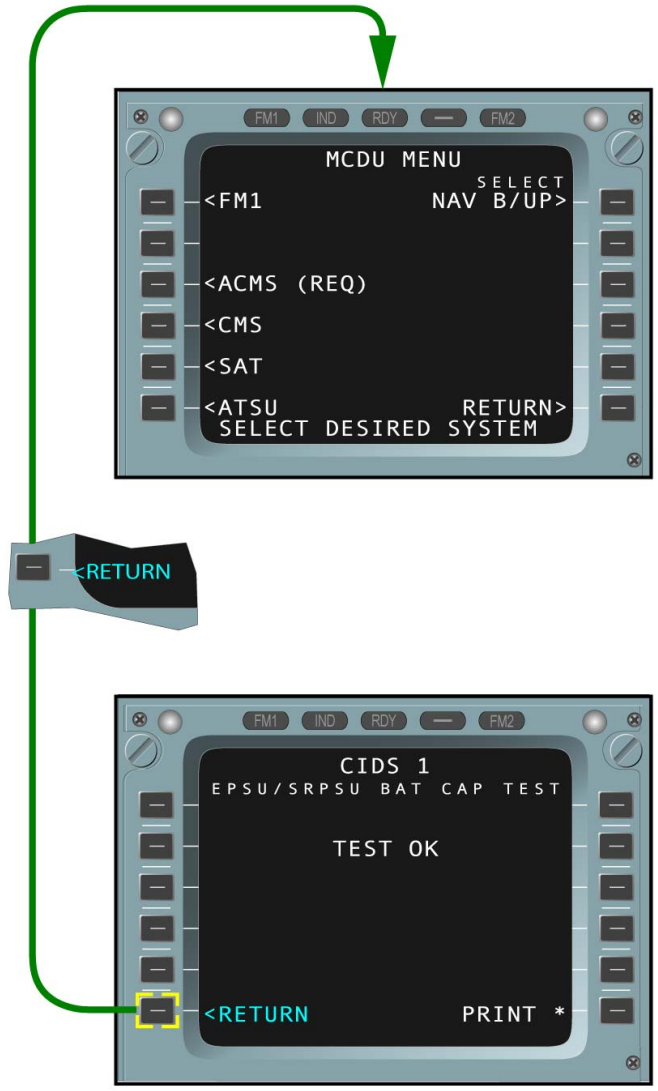
Battery capacity check:

ACTION	RESULT
...	
- Push the line select key CONFIRM START OF TEST.	- The message TEST IN PROGRESS 3 HR comes on.
- Put a warning notice at the MCDU to prevent persons from using the MCDU.	
	- As soon as the test is completed, the message TEST OK appears.
- Remove the warning notice. - Push the line select key RETURN, until the MCDU MENU menu page comes on.	

...

Close-up

...

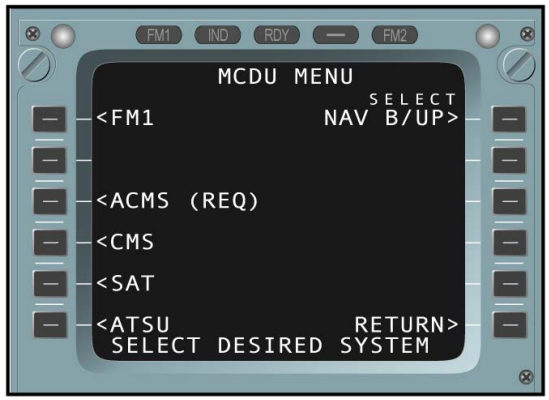


BATTERY CAPACITY CHECK VIA THE MCDU - PROCEDURE VIA THE MCDU

G9409341 - GAUT0T0 - FM33Y2BASEMCE02

Battery capacity check via the MCDU:

...
✓ Job set-up
...
✓ Caution and notes.
✓ A/C maintenance configuration.
...
✓ Procedure
...
✓ Battery capacity check.
...
✓ Close-up
...



TASK
COMPLETED

BATTERY CAPACITY CHECK VIA THE MCDU - PROCEDURE VIA THE MCDU

AIRBUS

AIRBUS S.A.S.
31707 BLAGNAC cedex, FRANCE
STM
REFERENCE G9409341
SEPTEMBER 2009
PRINTED IN FRANCE
AIRBUS S.A.S. 2009
ALL RIGHTS RESERVED

AN EADS COMPANY